[Prof. Asima Chatterjee]

if necessary, foreign technology should be imported and modified to make it effective with the resources and other facilities available in the country.

REFERENCE TO NEED FOR IMPROVING LPG CYLINDER SEALS TO PREVENT LEAKAGE OF GAS AND FIRE ACCIDENTS.

SHRI VISHWA BANDHU GUPTA (Delhi): Mr. Deputy Chairman, I would like to bring to the notice of the House and of the Government the need for immediate steps for improving the value of the LPG cylinders. Just today twelve people in Delhi have been hospitalised and one lady has died due to a fire accident on account of gas leakage. The number of fires caused by LPG cylinders is on the increase. There is, therefore, need for an improved value of the LPG cylinders. I would request the Minister to take immediate steps for a leak-proof value to be installed in the LPG cylinders. Secondly, it is also necessary that there should be a concerted effort to train housewives through a programme of education so that greater safety from this kind of fire accidents can be ensured and the housewives know how exactly to handle the cylinder. This should be done on a priority basis.

SHRI LAL K. ADVANI (Madhya Pradesh): Sir, may I add a word to what my friend has said? I would only like to emphasise the need for ensuring that the seals on the cylinders are intact when the cylinders are supplied to the customers. There have been so many violations in this regard and I do not want to elaborate on this point. But this is another point that must be taken note of.

THE BUDGET (RAILWAYS) 1986-87—contd.

MR. DEPUTY CHAIRMAN: Now, we shall continue with the discussion on the Railway Budget. Mr. Sukomal Sen had not concluded his speech yesterday and he is to continue now. Yes, Mr. Sen.

SHRI SUKOMAL SEN (West Bengal): Mr. Deputy Chairman, Sir, yesterday, while speaking on the Railway Budget for 1986-87, I had tried to show that this Budget for 1986-87 does not indicate any developmental programmes for the Indian Railways. I do not want to dilate on this point any more. But I would only like to draw the attention of the honourable Minister to one more aspect and it is this that in various parts of the country there is a constant demand for construction of new railway lines and, in many States also, the Government has undertaken techno-economic surveys for the construction of new railway lines and sometimes some announcements are also made about the construction of new railway lines and this is especially done on the eve of the elections to catch votes, to speak the truth. But, thereafter, things are forgotten. Now, Sir, here I find that the honourable Minister has made a provision in the Budget for 1986-87 for the construction of new lines and it is only for 62 km.* In a country like India, a length of 62 km. is the additional line that will be constructed in the year 1986-87. So, this is a doubly disappointing Budget, as it appears to me.

Now, Sir, I would like to say something about the efficiency in the Railways. Yesterday, I was pointing out about the punctuality of trains. It has been claimed by the Minister that the Railway Ministry is monitoring the punctuality of the trains, that it is monitoring the punctuality of at least 200 trains, and so on. But we the travellers have a different kind of experience. We have our own

experience in this regard. Sir, I would like the honourable Minister to listen to me because he has to reply to the points that I am raising, if at all he wants to reply. Sir, he claims that his Ministry is monitoring about 200 trains every day with regard to punctuality. But we have our own experience with most of the trains. Most of the trains do not run punctually and even the so-called prestigious trains are not punctual and inordinate delays have become the order of the day.

Now, Sir, I would like to say something about the container service of the Railways. In the Budget Speech of the Minister, Sir, there is a mention about the container service. Here also I would like to draw his attention to one comment by the Public Accounts Committee in its 210th Report which deals with the question of the efficiency of the container services. In this Report, the Public Accounts Committee has said that this container service is not at all efficient in our country and unless the transit time is further shortened and the service is handled more efficiently, this service will not be able to compete with the road transport. But, today, all these points have been forgotten. But the Minister has made a boastful statement that the container service is being run very efficiently. The only thing that I find in this Budget is that a huge amount has been provided for computerisation. Now, Sir, I am not as such opposed to computerisation in any sphere. If necessary, things have to be computerised. It has been boastfully claimed by the Minister that computerisation of freight operations has been taken up at an estimated cost of Rs. 520 crores and computerisation of reservations also has been started in Delhi and is going to be taken up in Calcutta and Bombay soon. I would like to know from the honourable Minister when he replies—I think he will deal with this point—whether the large-scale computerisation of freight operations and also reservations will not ultimately lead to the retrenchment of staff. I would, however, say that the staff or workers rendered surplus may not be immediately retrenched. But, if this computerisation leads to the redundancy of staff ultimately, it means that it is going to affect the unemployment situation in the country further. The number of unemployed youths runs into more than two-and-a-half crores. In this country if computerisation is undertaken in a massive way, it may lead to further unemployment problem.

Now, Sir, I would like to draw the hon. Minister's attention. *(Interruption)* Mr. Minister, if you be a little more attentive, I will be very much thankful.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): I know. He is talking about computerisation problem.

MR. DEPUTY CHAIRMAN: The Minister is listening.

SHRI SUKOMAL SEN: He has htared the word 'computerisation'.

SHRI MADHAVRAO SCINDIA: I am listening. My entire Ministry is listening.

SHRI SUKOMAL SEN: I would like to give him some other figures about the vacancies that exist in his department. As on 1-4-85, my information says, that as many as more than 57,000—to be accurately 57,160 posts—are lying vacant in various Railways. Now, with more than 57,000 vacancies in the Ministry, if this computerisation is undertaken in a big way, I do not know what it will lead to or what will be the effect. May be that people will not be retrenched immediately, but the potential of employment will be very much affected. With that everybody must agree.

Now, Sir, about the accidents, the hon. Minister's statement has claimed that accidents have been reduced and they are monitoring the system. But in the booklet the Minister has

(Shri Sukomal Sen)

admitted that the number of derailments has increased and that this is due to increase in the failure of equipment. The number of cases of fire in trains also went up. Fourteen of these cases could not be established conclusively. I do not want to repeat what I said yesterday. If wagons are not replaced, if wagons which are to be scrapped, are not replaced, these derailments will continue to increase.

As I pointed out yesterday, in some trains passenger trains, there is no proper lighting and electrical equipment, wiring, etc. they are so old and corroded that fire starts and in our country so many people die in fire in the coaches, passenger coaches. It is a most tragic happening on the Indian Railways. I hope the hon. Minister will look into all these things. Instead of being very self-satisfied, he should look into these incidents and try to rectify so that passengers can travel in trains safely.

I would like to remind the hon. Minister that the previous Railway Minister, Mr. Ghani Khan Chaudhuri, raised a slogan: Safety and Security. But safety and security on the Indian Railways has become a far cry. I feel that this young Minister will try to bring certain security to passengers. They will be thankful to him.

I would now like to say something about the problems in West Bengal railway undertakings. About the circular railway, I think, it has been totally forgotten. The last Railway Minister, Mr. Ghani Khan Chaudhuri, stated that he would complete it and he would relieve the difficulties with which the commuters in Calcutta city are suffering for many years. Now, what is the actual fact? Only 10 km. long section from Princep Ghat to Uttadanga has been completed on single line and some trains hauled by diesel engines ordinary locomotives, run on the track. The total circular railway Dumdum to Majehat via Karkurgach has been forgotten. The Budget has provided only Rs. 1.5 crores for the circular railway. I find from the newspapers that the Chairman of the Railway Board made a statement in Calcutta saying that only for laying the track between Princepghat and Majirhat, a sum of Rs. 90 crores will be required. If this amount is required for completion of the track, how is it going to help the commuters in Calcutta because only a sum of Rs. 1.5 crores has been allocated? Now are they going to complete the circular railway in Calcutta? I would like the hon. Minister to clearly state as to what is in their mind about the circular railway. Are they going to abandon it or complete it?

About the Metro Railway also, I find that the track between Esplanade and Tollygunge would be opened in April. What about the track between Esplanade and Shyambazar? The Minister has visited Calcutta city several times. What is the condition of the city? Everything is dug up and because of this digging there is tremendous traffic jam which is taking place every day. In the city of Calcutta, people are suffering immensely. What is the position about the stage between Esplanade and Shyambazar? If they are serious about completing the Metro Railway, the Government should take up the issue seriously and complete it as early as possible. They should have a fixed target.

MR. DEPUTY CHAIRMAN: I think your time is over. Yesterday, you took 31 minutes.

SHRI SUKOMAL SEN: I am to get 42 minutes.

MR. DEPUTY CHAIRMAN: That is over.

SHRI SUKOMAL SEN: I will finish within two or three minutes. It is stated about labour relations that the industrial relations on the railways continue to remain cordial and harmonious. Sir, I would like to know what is cordial and harmonious. Instead of giving a long speech, I will simply quote from the report of the

Annual Conference of All India Railwaymen Federation. They say that uneasy calm prevails in the railways. Even the agreements reached between the Railway Ministry and the Federation were not implemented in time. Then they go on saying that the employees are victimised. Only in one railway, 1100 employees have been thrown out of employment for the last 3 years. They have got an injunction from the High Court. But they are not getting their salaries. This is the behaviour of the Railway Ministry towards their own employees. 1100 employees have been thrown out of employment because they ceased work on the question of ten-hour duty for the railway running staff, loco staff, etc. This rule of ten-hour duty has not been implemented in the railways. They went on agitation and for that 1100 employees have been thrown out of service.

About recognition of trade unions, I would say that trade unions which work according to the whims and caprices of the Railway Ministry are being recognised. If they don't toe the line of the Railway Ministry, they are not recognised. I think the Railway Minister will look into this question of recognition of trade unions. The railways employ 16 to 17 lakh people and if they remain disgruntled, dissatisfied and discontented, it is not good. This is the biggest public sector undertaking of the country. If the employees suffer, ultimately the public is going to suffer and ultimately the national economy is going to suffer.

While concluding, I would only say that instead of making so many tall claims and instead of trying to befool the people, they should try to see that in order to give relief to the people they withdraw the fare hikes. They should stop victimisation. They should try to have congenial industrial relations in the country.

Sir, my last point is about the dictates of the world Bank and the International Monetary Fund. I know that the Railways are very much under the dictators of the World Bank and the International Monetary Fund. What is the effect of the dictates of the World Bank and International Monetary Fund? Many developing countries have suffered because of the dictates of these two organisations. I feel that the Government should try to avoid those dictates and they should follow an independent policy, whatever the World Bank or the International Monetary Fund may say. Thank you, Sir.

SHRI P. N. SUKUL (Uttar Pradesh): Mr. Deputy Chairman, Sir, I rise to welcome and support the Railway Budget for the year 1986-87. And at the very outset I wish to congratulate our young Railway Minister who is sitting here and his senior colleague, the Transport Minister, Shri Bansi Lalji, for presenting a very good and a very balanced Budget in the existing circumstances.

Sir, after the recent price hike in petroleum products, including diesel, almost all the people were expecting a much harder Budget and they were expecting that there would, perhaps, be a hike in fares and freight charges at all levels. But it is a very good sign that it has not been so, and it is rather a soft Budget. And it is because of the softness of the Budget that, perhaps, my Opposition friend has called it stale and colourless. Had there been considerable hike in fares and freight charges, he would have called it black. But, I am sure, even if this nominal increase had not been there, my friend would have found it equally colourless. So, I think, there is something wrong with the vision of my friends sitting over there.

SHRI PARVATHANENI UPENDRA (Andhra Pradesh): Has it derailed?

SHRI P. N. SUKUL: Sir, the hike in the fare is very paltry and it is

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meant to affect only the affluent sections of the society. It had to be there to some extent. Why? It is because, as we all know, in a developing economy prices generally do not come down. They go up. If the prices of essential commodities go up, if the prices of petroleum products go up, then naturally the transport charges have also to go up. But as I was congratulating the Minister, it is indeed very good that he has been able to contain this increase in fares and freight charges. Sir, my friend has also called the Budget as stale. I do not know why he has called it stale. Perhaps, Budget making is a routine exercise and that is why he has called it stale. Or, perhaps, there were not many strikes and all that and that is why he calls it stale and colourless. But, if my friend had looked into the higher allocations for various developmental activities pertaining to the Railways, he should not have called it stale and colourless. Sir, as regards investment under Plan head the revised estimate in 1985-86 provides for Rs. 70.54 crores for construction of new lines. And in the Budget for 1986-87, there is a provision of Rs. 100 crores, an increase of Rs. 30 crores which is an appreciable increase. As regards doubling of lines, in 1985-86, the revised estimates had been Rs. 70.32 crores while in the new Budget, the amount is Rs. 110 crores which is still more appreciable rise. For rolling stock, the revised estimate for 1985-86 is Rs. 763.87 crores while in the Budget Estimate for the next year, it is Rs. 893.40 crores. Sir, my friend there is a trade unionist and he was referring to the staff matters. Now, I thus take the case of staff. For staff quarters, in the current year, there has been a provision of Rs. 13.009 crores. As per the revised estimate, for the next year, it is Rs. 25 crores, almost double. As regards the amenities for staff, in the current year, the provision is Rs. 8.82 crores. For the next year, it is Rs. 17 crores, almost double.

As regards the passenger amenities, in the current year it is Rs. 6.13 crores, next year it will be Rs. 8.90 crores, an appreciable change, but if still my opposition friends fail to see the colour in the Budget, they do not find any change in the Budget and they want to call it as my friend just now called it, a colourless Budget, I think there is no remedy to it or there is something very seriousdy wrong with the glasses that they are putting on. That is why they cannot distinguish between the colours. They will call the Budget red only if you lower down the fares. If you lower the freight charges then they may call it pinkish, but, as I said, in a developing economy like ours, there is not going to be a fall. The best thing is that there is no appreciable increase. If that is there, then for us it is a pinkish Budget; for them it may not be a pinkish Budget.

There is no doubt about it, Mr. Deputy Chairman, Sir, that our railways form the biggest public sector enterprise in the whole of Asia because ours is the biggest railway in Asia, about 1.7 million workers are employed therein and the capital investment also is of the order of Rs. 9,500 crores, and the importance of the railways is that they are the backbone of our economy. They provide the basic infractructure for our economy. They move essential commodities including foodgrains, coal, steel, cement, fertilisers, ores, petroleum products and in fact these items constitute 80 per cent of the total movement of goods by rails and they are all essential commodities. So, the responsibility of the railways in a developing economy becomes really very important. But we find, Sir, that in spite of this importance the Plan allocations made to the Railways are not sufficient, are not adequate, and year after year there has been this inadequacy in Plan allocations for the railways. As re-

gards the allocation for the railways, I will mention that in the First Plan Plan it was 15.43 per cent of the total Plan expenditure, in the Third Plan it was 15.46 per cent. In the Annual Plans between 1966 and 1969 the average was 7.69 per cent. But then the downward trend started in the Fourth Plan and this percentage came down to 5.92 per cent In the Fifth Plan it was 5.97 per cent. In the Fifth Plan, according to the original provision of Rs. 5100 crores, it was 5.23 per cent but as the actuals come to Rs. 6573 crores, the percentage rose a little and it became 6.7 per cent. In the Seventh Plan, Sir, the allocation, the Plan allocation is 6.8 per cent only. And I think that with these provisions, with these allocations, rather inadequate and insufficient allocations, the railways may not be able to fulfil all our requirements and may not be able to cater to the needs of the people as best as they want to do. No doubt, naturally, therefore, much more funds are needed for the desired improvement in the performance of the railways. In terms of the originating tonnage the annual average growth in freight traffic during the last 35 years of Plan Development in our country has been of the order of 3.1 per cent only. And, I think that a larger number of wagons, better lines and more lines are needed and this figure could have been improved upon further but for paucity of funds we are not able to do that. In the Sixth Plan Document, railway freight traffic was originally fixed at around 309 million tonnes; it was reduced to 280.5 million tonnes and it had to be further reduced to 70 million tonnes for want of capacity. This capacity could not be increased as required due to paucity of funds only; otherwise, it could have been increased and if this requirement of funds for the Railways is not met squarely by the Planning Commission, I think this situation has to be perpetrated further for a number of years whereas we want to change it overnight. So, we have to be realistic in our approach to the functioning of the Railways, to the performance of the Railways.

As regards the capacity, at the end of the Sixth Plan, its capacity to carry freight traffic was 275 million tonnes and at the end of the Seventh Plan, it is supposed to be of the order of 340 million tonnes. It means roughly 65 million tonnes more is going to be added in our carrying capacity and I don't think with the present Plan allocation, Railways will be able to achieve this target. As in the case of the Sixth Plan it had to be reduced, this may also have to be reduced in the Seventh Plan.

Sir, the Seventh Plan document in this connection says: "Given the scarcity of resources and priority to be accorded to freight traffic, it will be necessary for the Railways to contain demand for passenger traffic with the aid of an appropriate pricing policy." Further it says: "The Railway's ability to generate their own resources for growth and replacement has not shown any improvement. In fact, increasingly higher operating ratios are a matter of concern." So here we find what is the view of our Planning Commission vis-a-vis the Railways. On the one hand the Planning Commission suggests that demand for passenger traffic increase should be contained and secondly it suggests that the Railways should generate their own resources, much more than what they are able to do today. It means they do it by upward revision of freight charges or the fare, which the Government has not done this time but they may have to resort to in future if things do not improve. And as regards containing passenger traffic, I think in accordance with the sug-

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gestion or the guidelines of Plan-makers, the Railways have tried to do things this time also. But this is not what has happened, since our Independence or since we started with the Plan, there has been a lot of expansion; our population has more than doubled and it is going to be trebled by the turn of the century, if not earlier. So, our requirement of railway wagons, railway coaches and other facilities extended by the Railways has also doubled and is going to be trebled but when we see the progress during the Plan period in the Railways before the planning started, the capital at large with the Railways was Rs. 827 crores.

At the end of the Third Plan, it was Rs. 2,680.3 crores. On 31st March, 1985, it was Rs. 8,285.65 crores. In the case of route Kms., before the Plan period, it was 53,596 kms. On 31st March, 1985, it came to only 61,850 kms. This shows, we have not been able to increase our route kms. as per the requirements of the country.

No doubt, we have also done some good work. For example, in regard to electrification, before planning began, it was 388 kms. It was only around Bombay, Calcutta and Madras. Today, it is 2,423 kms. But even this is not sufficient. I would say, at least, all our trunk routes should be electrified. We know that the cost of electric traction is much lower than that of steam traction or diesel traction. In the case of electric traction, it has been worked out to be Rs. 3 per km. for a thousand tonne train. In the case of diesel traction, it is Rs. 6 per km. In the case of steam traction, it is Rs. 12. Therefore, as compared to steam traction, electric traction is one-fourth cheaper and it is just one-half of the cost of diesel traction. That is why, it is all the more necessary that we should try to electrify all our trunk routes as early as possible and for this, sufficient amount should have been provided in the Seventh Plan. But it is not so. In the Seventh Plan, for electrification, there is a provision of only Rs. 830 crores. With this amount of Rs. 830 crores and with the rise in prices, I do not think we will be able to do much in regard to electrification of routes.

For new lines, there is a provision of only Rs. 350 crores. This is very very inadequate, because we have to take new lines to all our backward areas. This is our social obligation. If we do not act accordingly, if we are not able to cater to the needs of backward areas of the country, if we are not able to extend our transport systems to develop these areas, then, naturally, railways will be failing in one of their most important duties which they should otherwise render to the society.

Now, Sir, in the Seventh Plan period, there is a provision of Rs. 25 crores for research in the railways. There has to be research on so many counts, in the field of designs, wagons, coaches, signalling equipment and so many other things. Out of this amount of Rs. 25 crores, I find that in the next year's Budget, there is a provision of only Rs. one crore. It should have been at least Rs. 5 crores when you consider that Rs. 25 crores is the amount provided for the entire Plan period. If we want to have research done as early as possible, useful research, meaningful research, then, I think, the amount of Rs. one crore provided in the next year's Budget will prove to be grossly inadequate. For track renewals also, there is a provision of only Rs. 2500 crores for the whole Plan period. I do not think, we will be able to implement the track renewal programme with this amount in hand.

Now, Sir, in the end, I will come to a few suggestions. No doubt, as I said in the beginning, a very good and a very balanced Budget has been presented.

Still there is much room for improvement and towards that I want

to draw the attenion of the hon. Minister.

I was just talking of the research. It is very important for the railways. I come from Lucknow and the RDSO is in Lucknow. I have been able, off and on, to see a number of officers and people working in the RDSO and so I know their problems. The first and foremost problem of those officers who are engaged in research work is this. If their promotion becomes due they are transferred immediately from RDSO to other place, to some other zonal railway in some other capacity. That transfer hampers the research work that that man was carrying on or was supervising. The new man will take his own time in starting or appreciating or doing it. What I suggest in such cases is, where our officers are involved in research work in the RDSO, when their promotion becomes due they must be given the higher scade there in the RDSO itself. Even if they are to get increased emoluments by way of promotion, why can't they be allowed to remain in the RDSO itself? Naturally, the work will not suffer. This aspect I hope the Minister will kindly take into consideration.

Now it has been said that 350 trains have been speeded up. My own experience shows that even the speed of Rajdhani has been lowered down. I do not know what other trains have been speeded up. If the trains run late your claim of speeding up the trains is reduced to a naught. In that case, you need not charge surcharge for the co-called *superfast* trains. If a superfast train runs late and reaches late at its destination by a number of hours, would it be a just approach if the surcharge for superfast train is reimbursed to the public because you have failed in your duty? That can happen only if you take a just view of the things.

Similarly, there is the problem of overcrowding in trains. Reportedly our Members have been talking about this. Our population has doubled and trebled. Our people have also become more active and mobile than 30 or 35 years back. In fact, we want more passenger traffic, whereas our planners say that passenger traffic must be contained. It is a paradox, it is an anachronism in fact. So, it is a very serious aspect of the whole problem. In fact, passenger traffic is increasing due to population growth, due to developmental activities. People have to move about more and more. If you do not add up more trains and if you try to contain passenger traffic a serious situation wil have to be faced not very long after, in the near future. So, more trains should be provided.

New lines to the backward areas should be provided. Sixty to sixty-five districts of the country have not seen the railhead even after 35 years of our planned development. These areas should have new rail lines.

As regards other things, accidents pose a big problem. The other day our Minister had to rush to South to Kerala and almost everyday more than one train accidents are taking place at one place or the other.

1 P.M.

And for these accidents, so many factors are responsible—personal factors, machine factor, equipment factor, this factor, that factor. But the 20,000 unmanned level crossings pose a grave threat to our property and life. So many time accidents take place at unmanned level crossing. What happens is that these leve crossings are deemed to be manned by local bodies concerned in whose area they fall. But they do not do it for want of funds and so many other facilities And since the railways are running the trains and earning the revanue, it becomes the bounden duty of the railways themselves to ensure that each and every level crossing is manned so that there are fewer accidents or no accidents, if possible. So I would like to suggest to the Mi-

nister to try to men as many level crossings as possible in the next year and to complete this work, if not within this plan period, than at least in the next Plan period—and not beyond that.

I have found some personal problems also while traveling in trains. Our friend, Comrade Sukomal Sen, was yesterday complaining about the quality of food that is served in trains, but I think there has been some change there.

SHRI SUKOMAL SEN: Really.

SHRI P. N. SUKUL: That container service is good. You get better food because the same quality of food you get in the aeroplane also.

SHRI JAGESH DESAI (Maharashtra): It is very good food.

SHRI SATYA PRAKASH MALAVIYA (Uttar Pradesh): I support you on this point.

SHRI P. N. SUKUL: At least Opposition has supported me on this. So I find quite an appreciable change in the quality of food where that packed hot food is provided. Where it is not provided, naturally things must be lingering on like that and they need to be looked into and improved.

I would also suggest that when Raj dhani Express was introduced, it used to stop at Allahabad. Now it does not stop at Allahabad. Allahabad is not an ordinary town. Allahabad and Varanasi—Prayag and Kashi—they are the two oldest townships in the world. In the early Rigvedic literature we find direct references to them—not to Lucknow or Delhi but to Prayag and Kashi. And the religious sentiments of the majority community of this country have much to do with Prayag and Kashi. So my suggestion is that Rajdhani Express, as it was stopping when it was introduced, should be made to stop at Allahabad. I am not talking from the religious point of view only; Allahabad has produced four Prime Ministers Jawaharlal Nehru, Shastri Ji, Indira Ji, and now of course Rajiv Ji. A town that can produce four Prime Ministers of a country how can we ignore it? My suggestion is that the hon. Minister may kindly have Rajdhani Express from Delhi to Howrah stop at Allahabad also—maybe for a few minutes but it should stop. It stops a Mughalseral for technical reasons. It is a technical stoppage there. Instead of Mughalsarai, it could be Allahabad. The Division remains the same; the Division does not change; the zone does not change. But it will be better if somehow Rajdhani Express it allowed to stop at Allahabad.

Then in many trains ACC 2-tier sleeper coaches have been provided. I will suggest that in certain very important trains which are old and prestigous trains, where these ACC 2-tier sleeper coaches are not provided, these should be provided. For example, I will take the name of Upper India, 13 Up and 14 Down.

For example, I will take the name of Upper India—13 Up, 14 Down— a very old train which traverses the longest route also. So, anybody going by that must not be deprived of the facility of at least AC two-tier. (*Interruptions*).

SHRI MADHAVRAO SCINDIA: The train is older than me.

SHRI P. N. SUKUL: Much older than all of us. Similarly, the Delhi Express—11 Up, 12 Down. In that you provide AC first class and that too during three days in a week and that too up to Kanpur only. So, at least an AC two-tier coach can be provided in the Delhi-Howrah Express also. Similarly, the Toofan Express. Just by the name people know it. There is no AC two-tier coach in the Toofan Express. So, in all these prestigious trains it must be ensured that AC two-tier coaches are provided.

Now, from here to Gorakhpur or beynd there is no direct train where in there is a fist class compartment. By "beyond" I mean Bihar also. There is only one Jayanti Janata. It is very much crowded. There is only one AC

two- tier sleeper coach but no first class coach. So, either some first class compartment should be provided in the Jayanti Janta and its name changed or another train with first class and AC first class must also be run from here to Gorakhpur, if possible.

In Uttar Pradesh the most backward region is eastern Uttar Pradesh. There people are being put to a lot of inconvenience because of the non-conversion or non-completion of the conversion from metro gauge to broad gauge of the Bhatni Varanasi section. People who come from Allahabad get down at Varanasi, have to board another metre gauge train, then get down at Bhatni, board another broad gauge train and then go to Gorakhpur. There was one train running from Gorakhpur to Allahabad. In the eastern region a lot of people go to Allahabad for religious reasons and also because the High Court is there and the Public Service Commission is there. So, this work of conversion on the Bhatni-Varanasi section should be expedited.

In the end I will be a little selfish, for the MPs, and I will make one suggestion. The spouses of the MPs are allowed to travel by plane.... (*Interruptions*).

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI SITARAM KESARI): Spouse means?

SHRI P. N. SUKUL: Husband or wife-not companions, not attendants.

SHRI PARVATHANENI UPENDRA: Not spice.

SHRI P. N. SUKUL: Spouse.

MR. DEPUTY CHAIRMAN: It is spouses or spouse?

SHRI P. N. SUKUL: It is spouses of M.Ps, I said.

SHRI PARVATHANENI UPENDRA: He is using plural.

SHRI P. N. SUKUL: They are allowed air fare during the Parliament session period from permanent residence to New Delhi but they are not allowed to travel in AC first class. It is an anachronism. It means, if I have to come with my wife from Lucknow to Delhi, I will come in AC first class and she will come in AC two-tier or first class or whatever it is. (*Interruptions*).

SHRI PARVATHANENI UPENDRA: You run the risk.

(*Interruptions*).

SHRI P. N. SUKUL: I think one should be left according to his needs and requirements.

SHRI SITARAM KESARI: Especially in a journey.

SHRI P. N. SUKUL: Our needs for spice may not be as much as that of the hon. Minister himself.

So, I request the Railway Minister kindly to consider this aspect also and allow the MPs' spouses also because they come only once in a session and go back. Against air fare you can allow them to travel in AC first class.

With these words, Sir, I support the railway budget.

Thank you very much.

MR. DEPUTY CHAIRMAN: The House is adjourned till 2.00 P.M.

The House then adjourned for lunch at ten minutes past one of the clock.

The House reassembled after lunch at three minutes past two of the clock, **The Vice-Chairman (Shri M. P. Kaushik)** in the Chair.

THE VICE-CHAIRMAN (SHRI M. P. Kaushik): Mr. V. M. Jadhav.

SHRI PARVATHANENI UPENDRA: No. I have to speak.

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Opposition or Congress?

SHRI SITARAM KESARI: You see, because we have been allotted double the time of the Opposition, two from this side and one from that side will speak.

SHRI VITHALRAO MADHAVRAO JADHAV (Maharashtra): Mr. Vice-Chairman, Sir, I would like to support wholeheartedly this Railway Budget which has been presented by the hon. Railway Minister.

SHRI V. GOPALSAMY: (Tamil Nadu): Where is the Railway Minister?

SHRI PARVATHANENI UPENDRA: Where is the Railway Minister?

SHRI SITARAM KESARI: He is just coming.

SHRI V. GOPALSAMY: Mr. Kesari has taken over the charge.

SHRI VITHALRAO MADHAVRAO JADHAV Sir, this is one of the best budgets presented so far by our Government.

PROF. C. LAKSHMANNA: (Andhra Pradesh): The train is always late.

SHRI VITHALRAO MADHAVRAO JADHAV: This Budget can fulfil the demands of the common people of our country. Sir, the railway is one of the major public undertakings of our country. It is the common man's vehicle. Our poor man can travel from this corner to that corner from Kanyakumari to Kashmir, by the railways. Our hon. Minister, by not raising the fares for the common man has made a great contribution for the new aspirations of the common people of our country.

There are some highlights of this Railway Budget. Railway has given its best performance in the year 1984-85. The Railways were able to clear about 236 million tonnes of revenue earning traffic compared to 230 million tonnes in 1983-84. The year ended with a net revenue of Rs 270 crores as against Rs 209 crores. This is a great achievement of the Railways. Unfortunately, our Members from the Opposition do not have the habit of taking into account the positive side of the working of our national institutions. They just look to the other side and point out that this is not working properly. They will always say that this has come into a loss. They, in fact close their eyes and do not see progress or development of our national institutions.

The Railways have been shown a good efficiency. In the current year i.e. 1985-86, the record of leading efficiency indicator, the net ten kilometre per wagon per day was broken. This is the achievement of the Railways and the functioning of the Railway Ministry. Although in the current year—1985-86—there was a sharp increase of freight traffic clearance target to 14 million tonnes as compared to 1984-85, the freight loading in the first nine months of the current year has been 16 million tonnes, more than the corresponding period of the last year and four million tonnes above the target set for this period in the current year. Similarly, the gross profit receipts of the Railways during 1985-86 are expected to go above the Budget level by about Rs. 188 crores and the working expenses are likely to go up by Rs. 178 crores over the budgeted level largely on account of the post-Budgetary factors, such as payment of second instalment of Interim Relief. This is a great achievement of the Railways. I am proud of our hon. Railway Minister, Choudhary Bansi Lal and his Minister of State, Shri Madhavrao Scindia since they have put a certain type of discipline in the functioning of the Railways. The common man of our country is very happy that the largest industry of this country and the second largest railway in the world with more than 61,000 kilometres network in this country has got a good efficiency. The good efficiency can be obtained only with the proper care and management not only by the Ministry but also with the cooperation of the employees working in the Railways Departments and their divisions.

The passenger services were also equally good We have already sanctioned Rs. 180 crores for setting up a new coach factory at Kapurthala In due course it will improve the availability of passenger coaches in which there is a great shortage. We have

given a promise to the people of Punjab. Accordingly, a large public sector industry is coming up in Punjab at Kapurthala. It can employ more than ten thousand people and produce more than one thousand passenger coaches per year. That is a great promise given by our Prime Minister and the common man there has got a great relief in getting this type of industrial development.

About 350 trains have also been speeded up during the previous year. My griend was saying that there was no speeding up of trains. But if you look at the television data every night you will find that the delay in he running of trains has been considerably reduced. In the same House, I had raised a question last year saying that the Jhelam Express from Poona to Delhi normally comes two to three hours late. This year, I find its working has been considerably improved. Now, it comes hardly fifteen minutes or half-an hour late. Because the Poona people are one of the most conscious people of the country, even if there is a fifteen minutes delay in the running of a train, they shout to such an extent as if sky had fallen down. But it is a fact that the type of delay in he running of trains that was there earlier has been removed.

Our previous Railway Minister had given a slogan-safety, security and punctuality. I am sure the authorities are paying special attention to the punctuality of over 200 mail and express trains. Their running is being monitored round the clock by a special cell in the Railway Board.

Sir, the accidents are comparatively less this year. I agree that much more work is to be done to prevent such accidents. There is no magic wand in the hands of the Government to reduced accidents to a zero within a period of one year. The Railways are trying their level best to reduce accident's in the fast and passenger trains.

Sir, I want to congratulate the Government for providing an outlay of Rs. 12,334 crores during the Seventh Five Year Plan. The plan envisages more than 50 per cent of the resources being generated internally by the Railways against an average of about 42 per cent in the Sixth Plan. Sir, the Railways are planning to procure 6970 passenger coaches/950 Electrical Multiple Units and 1,235 diesel/electric lecomotives during the Seventh Five Year Plan. The Railways are also planning to undertake approximately 20,000 kilometres of track renewal and about 3.400 route kilometres of electrification. Sir, this is actually a very major plan. I think the plan outlay this year is 60 percent which is more than the last year. Actually the initial plan outlay was about Rs. 1.650 crores for the current year. They have realised the importance of increasing the allocation to Rs. 2.050 crores for this year. Now, they have allotted 33 per cent more than the initial plan outlay. I feel this is the greatest allocation for improving the railways.

Sir, acquisition of new wagons is proposed to be stepped upto 20,000 four-wheeler units as against 12,500 four-wheeler units in 1985-86. Now, it is 60 per cent more than the last year. I think this will cater to the growing demand of traffic movement.

Sir, regarding electrification about 430 kilometres are likely to be completed during the current year. In 1986-87 about 730 route kilometres are likely to be energised.

The Integral Coach Factory is likely to produce 825 coaches during this year and they are proposing to step it up to 850 coaches in 1986-87. This shows that the plan outlay which we have fixed for this year is very good.

Sir, another important thing done by the Rai'ways is the introduction of modern technology. You may be aware that the Railways have introduced computerised system for reservation of seats at New Delhi railway station. I am very happy that

[Shri Vithalrao Madhavrao Jadhav]

they have introduced this modern technology. A few days ago the NTC mills workers delegation came to Delhi to meet the Commerce Minister. After they met him they went to their destinations without any difficulty. They got reservation of their tickets within one day. This has never happened before. Earlier they used to linger for two or three days for getting their reservation done. I was very happy when they got reservation within one day. I am proud to say that this was possible because of introduction of computer system in the reservation of tickets at the New Delhi railway station. Earlier there were some malpractices and corruption at the railways station. Now with the introduction of computer system for reservation of tickets these malpractices can be eliminated to a large extent. I request the Honourable Minister to introduce this computers system for reservation of tickets in the far off places of our country so that all common people can travel comfortably.

Now, the Railways have also undertaken some technological improvements. It is a welcome step that they have taken. In the speech of the Railway Budget it is mentioned that the technological improvements include new design of freight bogies, high speed light-weight coaches with latest features in suspension, braking, corrosion prevention and passenger comforts, thyristor chopper control equipment on Electrical Multiple Units high horse-power diesel and electric locomotives, digital radio equipment and fibre optic cables, heavier rail sections with concrete sleepers, elastic fastenings and continuous/long welding of rails and micro-precessor based track monitoring. I am sure with the introduction of these technological improvements in the railways they can provide good customers service. I understand that the elastic fastenings and continuous long welding of rail is very important for the quick servicing of the railways.

In Japan railway lines are welded up to two to three kilometres. In our country it has gone up to 100 metres or so. This is not a small achivement because our problems are more our railways system is very large and our resources are limited. In spite of that, we are doing a fantastic job in the introduction of new, modern science and technology in the railways.

Sir, I am sure we are going to take this country, this oldest country into the 21st century. And the railways are a very important component in our modernisation process. Unless we are able to modernise the railways, the common man's aspirations cannot be fulfilled. So it is very important to speed up the modernisation process in the railways. In modernisation, computerisation is not the only thing. There are so many factors like the working of the railways, signalling and so on.

Sir, 1.8 lakhs of employees of various categories have been benefited during the current year through promotions, and cadre reviews were continued. This is very important. A man is working in the railways must feel contented. Unless the man who is working in the railways feels that it is national property, that it is his properly and that he must serve it, there can be no development. So from that point of view, there has been a change in the attitude of the railways people and mostly the credit goes to our Railway Ministers, both Mr. Bansi Lal and Mr. Madhavrao Scindia.

Now, another important aspect is that when we are fighting in our day-to-day life for the ecological factor, the Railways also have not lagged behind In afforestation. In 1982 the Railways planted 57 lakh trees; in 1983, 107 lakh trees; in 1984, 132 lakh trees; in 1985; 145 lakh trees; and during 1986-87, they plan to plant 160 lakh trees. This is a very great contribution. But I would like to ask a small question in this connection. we are planting lakhs of trees every year and we give those figures. But how many of them survive? It is not

merely a question of planting of trees; it is question of their survival also. So we must also give figures as to how many trees have survived and are standing by the side of the railway line.

Sir, we have got a public sector undertaking, IRCON, which has secured contracts outside the country. In Iraq this company has completed the prestigious Rs. 398-crore Samawa railway project. This is a great honour to our Railway Department.

The gross traffic receipts at the existing level of fares and freight rates for the budget year are estimated at Rs. 6,743 crores. And they are higher than the anticipated receipts for the current year by Rs. 404 crores. Sir, they have increased the passenger fares of the upper classes. In this budget presented by the hon. Railway Minister and in the General Budget presented by the hon. Finance Minister, only the rich men have been levied more taxes. As far as the Railways are concerned, the passenger fares for the first class, A.C. first class have been increased more. We need not worry for them. As the Prime Minister said, the Opposition party Members are more worried because the interests of the rich people have been effected.

Now, coming to some of the problems of my area, the hon. Home Minister is also sitting here. He also comes from Nanded in Marathwada. There is one demand of our area and I have made this demand every year, whenever I spoke on the Railway Budget. But the allocation is not increased beyond Rs. 1 crores. This has been a demand for the last 35 years. Though we have a total population of one crore and an area equal to one-third of the geographical area of Maharashtra, we are not having a single broad gauge line. There is only one metre gauge line from Manmad to Kacheguda which goes through Marathwada. Last year there was a provision of Rs. 1 crores. Then our people protested and so many delegations met the Railway Minister. Then there was some increase in the outly. Sir, this project costs about Rs. 29 crores. Till today we have spent Rs. 9 crores.

And yet we are going to provide only Rs. 1 crore every year. It will then take another 20 years to complete and by that time the prices will again go up and it will then cost about Rs. 60 crores. In this way the demand of the backward region is not being fulfilled. I would like the honourable Minister to tell us clearly that he is going to complete this project in the Seventh Plan Period or in five years or ten years or fifteen years. Please don't play with the feelings of the poor people of the backward areas of Maharashtra. This is the just demand of the Marathwada region. The people are demanding an increase of mere Rs 10 crores. You complete this project at least in the Seventh Plan period. The honourable Shri Chavan is also sitting here. He knows the problem; so many people must be coming and complaining to him. At least assure us that it will be completed in the Seventh Plan. This region is the most agriculturally potential area. The Minister of State for Railways also comes from Maharashtra though he hails from Gwalior. He knows, he understands, the problems. ShivajiMaharaj, the great ruler, the great emperor, who was a real democratic king of India, also comes from Marathwada. Gyaneshwar comes from Marathwada. Namdev also comes from Marathwada. In spite of that, his agriculturally potential but economically backward area is not getting justice at the hands of Railways. Please declare in your reply at least an increase of Rs. 5 crores for conversion of Manmad metre gauge to broad gauge.

Another thing is for Adilabad to Purna only half a line was sanctioned. Only one lakh of rupees is sanctioned. What is the cost of that project? Rupees eighty crores. And the Budget provision is just Rs. 7 lakh. If you provide Rs. 1 lakh every year, how many hundreds of years will it take to complete this project?

Therefore, Please be realistic. You have already said in your written reply to a question of mine that earth work will be taken up under the Employment Gurantee Scheme. Please do take up this Manmad- Adilabad under the Employment Gurantee Scheme. You are doing it in the other Bombay region. You give economic justice to our economically backward areas.

We require some trains. We are not having any express trains during the day time. I come from Nanded. Our people want one dayexpress from Kachiguda to Manmad. There is one train from Adilabad to Purna. Normally a train has 9 to 12 bogies. But this unfortunate train has only 3 bogies. And then, if it is scheduled to arrive at 9 am today, sometimes it arrives at 9 am tomorrow. This is how this Adilabad-Purna line is looked after. This is a tribal area, an economically backward area. I request you to attach 9 or 12 bogies to this train and extend it from Purna to Manmad.

Another thing is we want more quota for Delhi from Manmad on the Jhelum Express and Punjab Express. There are at present only 10 to 15 berths from Nanded. We need at least 5 to 6 AC sleeper berths and first class bogies on the Jhelum and Punjab Expresses. Some people come to Delhi by Andhra Pradesh Express also. For that also our quota should be increased to 10 or 12. Another thing is there should be one complete second class coach for Nanded passengers. Then there are only 1½ first class berths for us on the train which goes from Nizamabad to Manmad. This is quite insufficient. Please give us two first class bogies. Then the Panchavati Express from Manmad to Bombay must have two first class compartments for us. There is no reservation for S.C. Railway. One complete bogie should be there for South Central Railway. Another thing is one additional train should be started from Nasik to Bombay so that there will not be overloading on the Panchavati Express.

Another thing is it was decleared that there will be one division at Nanded.

I do not know where it has gone. I say this because the people are saying that it has been declared by the Railway Minister. Sir, he had publicly declared that there will be a Division at Nanded and yet it has not come into existence. Because of this, the Maharashtrian people who are living in that area are not getting justice in terms of employment and other things and in terms of many other facilities. Mr. Minister, please create this Division at Nanded which has been declared by you a long time ago.

Now, Sir, there is another thing to which I would like to draw the attention of the honourable Railway Minister. There is a passenger train coming from Manmad to Nanded and it is a fast passenger train. It comes to Nanded at 10-30. It halts at Poorna because there is no arrangement here. But there are two small stations in between and the vegetable vendors and the milkwallahs stop the train at these two places. These people stop the train at Chudwah and at another station. I would like to request the honourable Minister to see that this train stops at these two places just for two minutes.

Sir, I would like to congratulate the honourable Railway Minister who has presented a very good Budget and I would like to say in one sentence that the honourable Railway Minister has made three S's in his Budget—this is not a slogan—and these three S's stand for Sense, Service and Sacrifice, and, Sir, with these three Sir. I am sure, the honourable Railway Minister, Mr. Scindia, will definitely succeed and will go ahead. Thankyou, Sir.

SHRI MADHAVRAO SCINDIA: Sir, I stand for the fourth 'S'.

THE VICE-CHAIRMAN (SHRI M.P. KAUSHIK): Yes, Mr. Upendra.

Sir before I go into the details of the Railway Budget, I would like to offer my heartfelt sympathies to Shri Madhavrao Scindia because overnight his domain has been reduced from a Ministry to a Department. Sir, this is not a joke, but this is a very serious matter. Sir, it is a Ministry which as existed for a long time and it is one of the premier public sector undertakings in this country and it has now been reduced to this status by an executive order just overnight. It may satisfy the ego of Mr. Bansi Lal because he is presiding over a larger empire today. But I feel for the Railways, particularly for Mr. Scindia. This is unfair. There is a Ministry which is in existence now called the Ministry of Programme Implementation. But the Railways are no longer a Ministry now but they are a Department today. Therefore, Sir, I feel that it is the most thoughtless and impulsive decision which the Government has taken recently and I do not know whether we will have this opportunity of discussing the Railway Budget for many more years to come because once it has been reduced to the status of a Department, I do not know what justification is there for a Department to present a separate Budget for itself and whether it can continue with this practice for long. Therefore, I feel it is high time that the status of the Railways is restored and the Department is converted into a Ministry as in the past.

Sir, I have no hesitation in saying that the Railways are on the right track and I compliment the Minister, the railwaymen and the managerial cadre for having achieved significant results during the last one year. These are reflected in the Net Tonne Kilometres per Wagon per Day which have increased by more than ten per cent within one year. The production units also, almost all of them, either exceeded their targets or have fulfilled their targets. The financial results are also good and they have been able to meet their dividend liabilities and also to provide a bigger amount for the Depreciation Reserve Fund. Their Annual Plan provisions have also been increased by about Rs. 600 crores for 1986-87. I again compliment the railwaymen for that. But it is a curious thing, Sir that in para 3 of the Budget Speech, the honourable Transport Minister has said: "The leadership of our Prime Minister, Shri Rajiv Gandhi, evoked a new enthusiasm and zest throughout the length and breadth of our country. Railwaymen too felt inspired and put their shoulder to the task with an added sense of dedication and purpose."

I do not grudge the Minister and the ruling party giving credit to the Prime Minister. They can speak in public meetings and give the credit. But when you present the budget, it is not necessary because the Prime Minister is the head of Government and all the achievements and failures ures are his achivements and failures. It is not necessary particularly to ascribe to him the success. Tomorrow if there is a railway accident, will you ascribe it to him? If there is a failure of the telephone system, will you ascribe it to him? Therefore, it is a departure from the usual procedure and I hope this will not be repeated next year.

Sir, I compliment the Railway Minister for good financial management. But I am surprised why, in spite of that, he was tempted to burden the railway users with additional fares. On the one side, you are claiming a dramatic increase in efficiency and utilisation of assets and you have showed a deficit of only Rs. 7 crores, but to make it up you have burdened the railway users with as much as Rs. 76 crores. I felt that probably the Minister of Transport was tempted to raise these resources, having seen the Finance Minister's performance a few days earlier when he increased the administered prices. There was no necessity, and it was just a temptation to raise the fares, just without

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any rationale. Just 12.5 per cent increase. What is the rationale for that? What is the justification for that? It was simply a temptation to raise as much money as possible. It was uncalled for. In fact, it was unpolitical also. I told the Minister also on that day. There was no need for the Minister to spoil a good budget with this kind of impost. Probably the Planning Minister and the Finance Minister must have prevailed over the Railway Minister. That is their usual tendency. Every time they say: you raise more resources, you raise fares and you raise freight rates. Thank God, he desisted from raising freight rates, otherwise it would have got a cost push inflationary tendency. To that extent they saved the people. But even fare increase was not justified, particularly the 2nd class fare increase even up to 250 km. You say that this will dissuade people from travelling on the Railways. I think that no man who has got work will ever be desisted from travelling, because you have raised the fare by a rupee or so. It is a definite burden, and your results will show. Who are these people who travel less than 250 km? These are the people who go to State headquarters, who go to hospitals, who go to colleges, etc. And these are the people whom you have burdened. It is very unfortunate that this has been allowed in the Budget. I also ask the question, where is the necessity for paying the entire dividend of Rs. 590 crores in a year? Why are you in such a hurry to pay up this dividend? No other public undertaking, no other department, no other Ministry, is eager to pay back even the interest on what the Government of India invest in them. But you are burdening the people further. If you had got the surplus with you, by all means pay back. But for that only you have got the Deferred Dividend Liability system, and you could have added to that few crores of rupees without raising additional resources. We have been pleading with you and we have been supporting you. The Railways are bearing social burden to the extent of Rs. 1120 crores as per your own estimates. That should be offset. A portion of the dividend or all the dividend must be offset against this social burden. Why should the Railways be compelled to pay this amount? When the Finance Minister can show a deficit of Rs. 3650 crores, heavens would not fall if a few hundred crores were added to that. It is not necessary for the Railways to contribute to that extent and throw additional burden on the people.

Sir, another thing that I find in the Budget is that there is no indication of any expansion or any development. Not a single new line has been proposed. No additional passenger amenities have been proposed. The Railways are expected to carry 340 million tonnes of originating traffic by the end of the Seventh Plan. By the end of the century it is going to be 350 million tonnes of revenue earning traffic For that, you have to provide assets today. You canot just keep quiet. You will be caught in the net at the end of the century or at the end of the Seventh Plan. How will you meet this additional traffic without creating additional assets today? On that point you are not thinking at all. You seek to construct only 62 kilometres of railway track next year. In the entire Seventh Plan, you are going to acquire only 9600 wagons. I am sure you will be in trouble at that time when the traffic overtakes you.

On electrification also, we have been repeatedly pleading that you must give more emphasis on electrification because this is the cheapest mode of traction. For 1000 TTkm steam today costs as much as Rs. 126.54. Diesel costs Rs. 18.75. Electricity costs Rs. 13.84 only. It is the cheapest traction. Of course, your initial investment is high. But you must invest more on this for the long-term benefit. But that is not being done. In 1986-87, you are going to electrify only 730 route kilometres. In the entire Seventh Plan, you are going to energise 34.0 kilometres which is completely inade-

quate. In this year's budget, I find that the allocation for electrification has been reduced from 212 crores in 1985-86 to 180 crores. In fact, there is a reduction. You should have increased that. Instead of increasing, they have reduced the allocation for electrification. The National Transport Policy Committee, the Secretaries Committee of the Government of India, all committees have rightly emphasised that the railways must electrify at least 1000 kilometres a year. It is not being done. The average is very much less. Therefore, they have to give additional stress n this. They have rightly taken a decision to electrify the trunk routes. It is good. But even among the trunk routes, there is no planning to electrify the Madras-Bombay line or the Madras- Calcutta line which are trunk routes. You should also plan for them. They should announce that at least in the 8th Plan they will take up this electrification work.

In the entire budget, I find that passenger traffic has been relegated to a very less inportant position and it is deliberate. The Minister himself admitted that in the interest of freight traffic, etc. in the interest of economy, we are giving less importance to passenger traffic. If you look at the statistics, the passenger traffic is coming down gradually because there are no adequate facilities. The non-suburban originating passenger traffic was only 1449 million at the end of March, 1985. That was for less than what it was at the end of the Fifth Five Year Plan when the passenger traffic was 3503 million. That means that passenger traffic is going down every year because adequate facilities are not being given, the number of trains is being reduced, new trains are not being introduced and new coaches are not being put This is a very serious situation.

SHRI JAGESH DESAI: Mr. Upendra, are the statistics correct?

SHRI PARVATHANENI UPENDRA: Yes These are from the railway's book. Sir, you will find that is most of the Railways, the overaged coaches are being run. The railways themselves have admitted that they are not producing enough coaches to replace the overaged coaches and to put additional coaches on the trains. For the entire 7th Plan, they are going to acquire only 6970 coaches. Sir, the Public Accounts Committee, 1985-86, in its tenth report, on the Coaching Services on the Railways have mentioned.....

> "As per the prescribed norms, 14 per cent of coaching stock remains out of traffic use being under POH repairs and another 12.5 per cent are kept as spares. However, as per the actual census taken by the Railway Administration, the actual percentage of coaches under repair was 20.5 per cent to 22.5 per cent for 2nd class coaches and 23.9 per cent for 1st class coaches which is 6 to 8 per cent more than the norm."

And the Railways justified that by telling:

> "Such coaches are maintained thoroughly and even though some decline in amenity standards and some inability to measure up to passengers' aspirations is inevitable, it is certainly possible to ensure safety and reasonable trouble-free service with these."

That means, they are admitting that they are devoid of passenger comforts, they are not measuring up to precribed standards. But these coaches are still being run leading to more dissatisfaction among the travelling public.

Sir, some friends made a reference to the catering This disposable aluminium casseroles system which the Railway have introduced is a good system. They are good and they have been welcomed. And I also feel that the food supplied on the Railways must be standardised in all the trains, not only on the prestigious trains because this messy business of supplying liquid food curries, sambar and rasam and all mixed up into one, I think, should be discouraged. A man

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who is travelling in the train 24 hours must bear with whatever is supplied. It should be neatly packed food, just packed food, dry and hygienically packed. It is better we make the people accustomed to such kind of change because as long as you supply, people continue to eat. But even there you cannot satisfy everybody because Punjabi curry is different from the South Indian curry. A South Indian curry is different from the Maharashtrian curry. And the Maharashtrian curry is different from the Bengali curry. Therefore, you cannot satisfy everybody. But a standard packed food, most probably, will be welcomed by all.

SHRI MADHAVRAO SCINDIA: It is difficult to satisfy Members because all the curries are represented here.

SHRI PARVATHANENI UPENDRA: Sir, there is another aspect which I would like to mention here. As I mentioned, it is good that the Railways have provided Rs. 1250 crores for depreciation reserve fund. But I find the allotments for track renewal, signalling and telecommunication and replacement of rolling stock are not adequate and they must be increased. As regards modernisation, it is good computerisation is going ahead in regard to the passenger reservations. But the initial idea was to extend it to central wagon movement. Unless you know where the wagons are struck up, how many and on which Railways, wagon movement will not be improved. Therefore, it should be extended to cover the wagon movement also.

And here, I would like to refer to one recent decision of the Railways to import high power electric locomotives of 6,000 horse power. They are going to import three varieties of these locomotives, 18 in number, from Japan and Sweden at considerable cost. As per their own admission, the proto-type locomotives will arrive at the end of 1987-88 and after that, the proto-types will have to be tested. After that, you get t spare parts. Probably, by the tir you start the production in yo workshops, it will be 7 to 8 year Probably, by that time this mod will be outdated and some more p werful locomotive might come. I ha had the occasion to visit the Chitt ranjan Locomotive Works. And have been told that the Chittaranja Locomotive Works itself is in a pos tion to uprate our electric locomoti at least to 5,000 horse power imm diately or even to 6,000 horse pow gradually. Therefore, I do not kno why the Railways have decided to im port this kind of thing. Maybe, it a part of the pressure from the i ternational financial institutions thrust upon us some models and make us dependent on foreign su pliers for long. It will lead to d pendence on them which is again the policy of self-reliance which t Railways are following. When yo have got a production unit, you coul do with a lesser horse power locomo tive than import a complete proto type and become dependent on t suppliers. Therefore, I would like th Minister to review this thing, and you are getting the locos and if yo have placed a firm order, you st with that. You copy them in wha ever manner you like and you nee not go into the import of further loc motives and spare parts of these.

Then, another thing is about t Calcutta Metro. I have recently go round the Metro, already opened. must congratulate the Metro Author ties for maintaining it neat and clea There were apprehensions earlier b cause of the general conditions Calcutta, that the Metro will be mi used for various purposes and it w be made dirty in no time. But it very spick and span and we are rea ly proud that this is being maintaine as such. But I find that for the e tire metropolitan projects again t allocation this year is less than la year. It was Rs. 91.45 crores. In 19 86. In the next year's budget yo have provided only Rs. 90.80 cro and if you want to complete it

quickly as possible, you have to increase the allocation for the metro projects substantially.

Then, there is the intra-city problem of traffic and traffic in other cities also. Now you have got electric locomotives, EMUs in four major cities. But there are cities like Hyderabad, Bangalore and other where also there is traffic congestion. You had got one idea earlier, I do not know why you are not pursuing it. The intra-city transport is not the sole responsibility of the railways. You are correct in that. The railways need not be burdened with that responsibility. But there should be an organisation in which the railways, the State transport, the State Government, the urban development authorities the Municipal Corporations and also the public sector, the private sector and major industries in the area, they must be made the partners, they must contribute to the corporate fund and through that organisation the intra-city transport must be handled and that should be pursued. That should be the joint responsibility of all these organisations, not alone the railways.

Mr. Sukul pointed out about the inadequate allotment for research Only one crore of rupees you have given in this and you are talking about the 21st century and modernisation and research and all that. Rupees one crore is absolutely inadequately inadequate. You must increase this allocation for research I also find that this RDSO is not coming up to the mark. It is only small minor things that they are attempting Most of the research relating to production units is being done in the production units themselves. It is better to strengthen the research organisation in the production units itself and I do not know what the RDSO is doing. It is high time to review the functioning of the RDSO in all its aspects.

Sir, the industrial relations in the railways are good and I am happy with that. But you have to devote more attention to staff amenities. You have provided Rs. 25 crores for railway quarters. It is good. But even with that only six lakh railway employees are provided with quarters out of eighteen lakh employees, or out of 16 lakh regular employees only six lakhs are provided. You know in what circumstances they live, out of the way places, remote places, where they cannot get even a house on rent. Therefore, you should increase the allocation and build more railway quarters. Similarly, last year I made a suggestion that the number of mobile dispensaries in the railways must be increased because at the out of the way places, the staff who work at remote places, they are not able to go to the divisional headquarters and nearby important towns. Therefore, mobile medical vans must go along the track, visit various stations so that the need for the staff to go to the divisionl headquarters will be obviated.

Then, at several places where I went there is a constant complaint of inadequate educational facilities for the railwaymen's children. You know in what circumstances they work, how many times they are transferred from one place to another. Therefore, there is need for more Central schools in important railway headquarters and railways can provide land, they can give the buildings also, they have got all the infrastructural facilities like water, sanitary arrangements, etc. Therefore, the Ministry of Human Resources must be pressurised to open more Central schools in the railway colonies and railway centres. And Chitaranjan is one amongst them which badly needs the Central School.

You referred to sports but I find the achievements of your Railwaymen in sports have been gradually going down. I do not know the reason for it. Therefore, this aspect should also be examined.

We have been talking about an amendment to the Railway Act. We have been talking about it for more than a decade and you have assured that it is coming. I do not know

[Shri Parvathaneni Upendra]

when it is coming and I suggest that it should be introduced as quickly as possible.

There is a great scope for economy in the Railways in regard to fuel. You know how much of coal is stolen. There is scope for economy in electricity consumption, use of cars, stationery, TA/DA etc. and also there is a big leakage in revenue through sale of scrap. We have found at several places scrap is not properly stored and that is stolen; proper accounts are not maintained. Therefore, through scrap alone you can get several crores of ruppees, and you should take care of that.

About operating ratio, also, it has come down as compared to 2 or 3 years ago but it is going to be static at 91.3 per cent next year. There is scope for improvement in this respect. I am also worried about increase in wagons' turn-around time. That also you will have to see.

Then, the whole exercise in regard to the additional levies, will be fetching Rs. 76 crores only which you have admitted it equivalent to 1.2 per cent of the gross revenues of Railways, and for this paltry amount, I don't think you should have gone in for increase in fares. I suggest and request you to withdraw this additional levy on second-class passengers strainghtaway and also withdraw increase in sleeper charges. because only middle-class and lower middle-class passengers will be subjected to this increase. Here I also want to say that today your air-conditioned first-class fare is more than the air fare. Except the Ministers, the M.Ps and probably the honeymooning couple, nobody else travels by that class by paying that much amount because in one or two hours. one can go by air and need not spend 24 hours or 36 hours in the train. M.Ps may be dissatisfied with it but I suggest, you abolish altogether this first-class air-conditioned class and replace it gradually by second-class A.C. two-tier sleeper. It is desirable, in the long run, to have only two classes, that is, ordinary second class sleeper and air-conditioned two-tier second-class sleeper. You may standardise so that you have only two classes and those who can afford to pay more, can travel by A.C. two tiers. That will be a classless train.

Before I conclude, I will take a few minutes to speak about my State Andhra Pradesh otherwise I may be misunderstood. I am happy that you have provided Rs. 5.5 crores for Nadivude-Bibinagar line. You have also acceded to our request to provide Rs. 5 crores for Guntur-Macherla conversion. We will be pleased to see that next year also you would give as much as possible to complete this line because this will reduce distance to Madras by about 80 kilometres. For Balharshah-Vijayawada electrification, you have given sufficient amount and I am grateful to you for agreeing to electrify Guntur-Tenali section which is very essential. But you have given only Rs. 50 lakhs for this which is not sufficient. Please see this project is completed in the next two years' time.

You have got an organisation at Vijayawada for railway electrification. With the completion of Vijayawada-Balharshah electrification, this organisation has to be disbanded because there is no other work. You have already approved because there is no other work. You have already approved Sanatnagar-Kaizpet electrification project and you may take it up by the end of the Seventh Plan or you may say you will take it up in the Eighth Plan. But we would like to persuade you to start this work during the Seventh Plan itself because you will have to set up another organisation....

SHRI V. GOPALSAMY: You are the happiest man; you have got lion's share.

SHRI PARVATHANENI UPENDRA: Therefore, I suggest before disbanding this organisation, you start the work on Sanatnagar-Kazipet section. That organisation will continue

and the work will also progress. You please decide on this.

There is another suggestion which I would like to make. You are going ahead with the Koraput-Raigad line. When I examined that, I found that it involves the construction of so many tunnels and many people have told me that it will be a very costly proposition and it will not serve much purpose. There is an alternative route. By connecting Dantewara with Bhadrachalam and Kovvur, you can avoid Waltair and you can move the iron ore from the Kakinada Port or even to Visakhapatnam Port via this new line. This will be less costly and more useful.

I would like to make two more suggestions. One is, you are going to introduce a train, a direct train, to Visakhapatnam. You have announced this, you have agreed to this, after a long time. But ultimately, you have given such an unpopular train that nobody will board it. The whole grace is gone you are bifurcating the Southern Express at Kazipet, which involves two days and two nights journey. Nobody will make use of it; they would prefer to change train at Vijyawada and go quikly. Therefore, if you want to give a train, give a good train. In this connection, I would suggest that you can increase the frequency of the Andhra Pradesh Express. At present, it runs only on four days. The track is available. you can have the train for two more days. You can bifurcate the train at Kazipet and you can take one part of it to Visakhapatnam. This will be a popular train and by this you will be earning the gratitude of the people in the southern part of the country.

Then, we have the Lalaguda workshop of the South Central Railway. Other zonal railway worshops have been modernised or are going to be modernised. You are already doing it. But this workshop has not been modernised, it should have been modernised. It is not going to be modernised. I do not know the reason. I would request Mr. Scindia to visit this zonal workshop of the South Central Railway. I have visited this workshop as a member of the Railway Convention Committee. It is in such an awful condition that it is a shame to call it a zonal workshop. You should improve it, you should modernise it and see that it serves the purpose for which it has been set up.

Lastly. We write so many letters to the Ministers. In the case of Mr. Bansi Lal, it is very difficult to find out his reaction. When we say anything, he just listens. But we get more positive replies from him. On the other hand, Mr. Scindia is a very pleasant and smiling man. But when we write to him, we get only negative replies from him. Therefore, I would request him to be more positive in his replies and meet our point of view half way at least.

SHRI MADHAVRAO SCINDIA: It is a good combination.

SHRI PARVATHANENI UPENDRA: Having said this, I wish the Railways every success in the years to come. I welcome the good features in the Budget. But I would again request the Minister to withdraw the increase in the second class fares and the increase in the sleeper charges. I hope, there will be a positive response when he replies. Thank you.

SHRI KAMALENDU BHATTACHARJEE (Assam): Mr. Vice-chairman, Sir, we have got to admit that the Indian Railways is not only the principle mode of transport we have, but it is the nation's lifeline in regard to passenger and freight traffic. From a very humble begining in 1953, it has grown into a gigantic railway system and has attained commanding heights. Sir, the Indian Railways have played and are playing a very important and vital role in the social and economic life of the nation. They have every reason to be proud of their achievements during the year 1985-86. If the Railways have everyreason to be proud of their achievements, I feel, we all

[Shri Kamalendu Bhattacharjee]

all have very reason to be proud of the Railways' achievements, during the year that is ending because the Indian Railways are the nation's property and every Indian owns it.

Sir, the Railway Budget reveals a very positive picture of the state of the nation's main carrier. It seems God is in his Heaven and everything is fine with the world. The single biggest piece of good news is,..... in the current financial year the railways will most likely exceed the target of loading 250 million tonnes of revenue earning freight traffic. And mind you, this originating revenue earning freight traffic is the bread and butter service of the railways. An all-time record of 1220 net tonne kilometre per wagon per day has been achieved. A great achievement indeed and this achievement is all, the more creditable in view of the fact that this record has been achieved largely with the same rolling stock. Now this record has been achieved not through fluke but through the dedicated service of the railwaymen through a basic upturn in efficiency and honesty and for that the railway men deserve our applause and appreciation and that too in rich profusion. It is creditable for the Railway Minister that he has been able to put his account book in the black with additional resource mobilisation of Rs. 76 crores. And mind you, this Rs. 76 crores form only 1/6th of the hikes imposed last year. It is also a great satisfaction that a 10 per cent rise has been achieved in the net revenue, even after providing for a 31 per cent rise for appropriation to the Depreciation Reserve Fund and the money allotted for depreciation reserve fund is utilised just to replace the overaged rolling stock and enable faster clearance of the arrears of the traffic.

3 P.M.

It is also a welcome sign that the railways acknowledged the pre-eminence of freight traffic and have resisted the temptation of introducing superfast, luxurious and prestigious trains. It has been a wise decision not to raise freight rates at a time when the road transport operators will have to hike their rates at least marginally just to pay for the costly diesel and I am confident, this decision will act to the competitiveness of railways as a mode of transport. Now I feel that the railways should take up the much more daunting problem of pilferage of the goods booked on the railways. They should make all-out efforts to book the criminals. If there is perceptible improvement in this regard, I am sure the future of railways—to quote the words of Mathew Arnold—is 'immense'. If we can achieve something tangible in this regard, I am confident, for the railways it will be roses all the way though physically it is steel all the way. There has been a declaration of a concession of 25 per cent on the passenger fares in II class for youth between 13 and 33, if they travel in a group of 10 or more for distance over 1000 kms. Now this is a very good decision. The youth will see India. They will come to know about India. If I remember aright, Madhavraoji, while defending last year's railway budget, spoke of railway compartment, how it symbolises the basic and fundamental unity of India. Unity in diversity in a railway compartment is truly depicted. We find people from the south, from the north, from the east and from the west. They belong to all parts of the country and these people will truly know about India. Immortal poet Tagore had said:

You make the unknown known,
Accommodate countless as your own.
You make the distance near,
And make the stranger dear.

I understand that the hike in the fares of express and mail trains will pinch but in all probability not unbearably so, because this hike has been restricted to classes ordinarily used by, I should not say well-up but definitely better people and it

may seem, and some of the Opposition Members have been very vocal against this, that this hike in fares has been unfair, but I would like to say that the railways have really chosen the harder option and instead of camouflaging the fund shortage—i.e. by replacing overaged rolling stock—they have decided just to recover the amount from the persons who are in a better position to pay a little more and it has been pointed out that the ordinary second class passengers and suburban commuters have been left out of the purview of the fare hike and these two sections together constitute about 90 percent of the travelling public.

Now, hon. Mr. Sukomal Sen from the Opposition Benches, pointed out and with his jugglery of statistics tried to prove that this is just a sort of denying to the public. I would like to say that what is true is what T. S. Eliot, a modern poet, commented that it is a matter of interpretation, not a matter of explanation. If there is just a glass of water and there is half water in the glass, if a person is a pessimist he will say the glass is half empty, but if the person is an optimist, he will say the glass is half full. So I would like hon. Members of Opposition to just look at the Railway Budget from the point of view of an optimist and try to find good things in it.

There has been a 7.5 per cent hike in the case of journeys upto 250 kms. and 5 per cent rise beyond 250 kms. I understand this has been done just to discourage short journeys by long distance trains. But on this I have got something to say. I do not have much experience of other mail/express trains, but so far as Tinsukhia Mail and Assam Mail are concerned, in these two trains particularly, during the day time, no reservation is maintained and the hooligans, goonda elements and undesirable elements have their way. The passengers who form queues and after undergoing so much strain book their reservations much in advance by one or two months, become helpless spectators. They do not just enjoy the bliss of reservation. I would like the hon. Minister, Shri Scindia Ji to give his sharp and pointed attention to this particular matter.

While expressing his reaction to the Railway Budget, one hon. Member from Opposition said that the railways have behaved like a leech which sucks more and more blood of the poor passenger. This was the reaction of an hon. Member of Opposition. I would just say that this is a false analogy. Railways cannot be likened to a leech; Railways should be likened to a cow, the most respected animal of India and should be given better fodder to get better and wholesome milk from the railways.

It is indeed a matter of great pride not only for the railwaymen but for Indians at large that RITES and IRCON are providing technical consultancy services and executing projects not only in India but in many countries abroad, earning valuable foreign exchange.

These public sector organizations are doing works in Algeria, Cuba, Ethiopia, Ghana, Iraq, Jordan, Kenya, Mozambique, Sri Lanka, Saudi Arabia, Zambia and Zimbabwe.

I belong to the north-east and I would like to highlight some of the problems of the north-east with regard to the railways. There are certain States like Meghalaya, Manipur and Mizoram which have not yet found their place on the railway map of India. It is true that the railways have started projects for laying lines from Lalbazar to Bhairavi; and from Silchar to Jiribam. The projects have been started but I am constrained to say that most likely due to financial constraints, progress of these projects is not very satisfactory. For many many years

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we have been trying to impress upon the railway administration that the existing railway line which is known as hill section, which runs between Badarpur and Lumding, just cannot stand the wear and tear of time; it has become overaged. A survey has already been conducted for an alternative line connecting Lanka and Badarpur. Now, there are certain serious problem. This particular railway line, this hill section, is a serpentine line running through the whole terrain of the Barail hills and for four to five months in a year almost, there is dislocation. There are 100 bridges on this line which have been constructed by the Britishers, and 37 tunnels, and due to incessant rainfall or landslides or due to the movement of the hills, in a year many times this connection gets dislocated. And what happens? Passengers suffer a lot. Sir, you will be astonished to know that during the monsoon the railway is not the mainstay for carrying goods. Road transport is the mainstay and railway is the stand-by. Just as in West Bengal the generator is the mainstay and power supply is a stand-by, in Assam during the monsoon, in this particular line road transport becomes the mainstay and railway is the stand-by This position has got to be changed. Now a gigantic paper mill, the biggest in Asia, is coming up in Panchgram in Cachar district, very near Silchar, and this particular paper mill project will have to be looked after by the railways and the railways will have to cater to the needs of this particular paper mill project because there will be movement of wagons and other things. Very recently we made a representation to the honourable Transport Minister and he has written back to us that funds have been placed for strengthening the hill section. But this strengthening alone won't do. Through you Mr Vice-Chairman, Sir, I would request Madhavraoji to give his sharp and pointed attention. I am repeating it even at the risk of repetition I am saying it again and again, that something has got to be done about finding out an alternative to this existing hill section. Otherwise, when Mizoram and Manipur, these two places will be connected by railways, what will happen? This line cannot stand this pressure, and there will be some sort of serious dislocation. Before it comes, advance planning has got to be done. I am confident that laying of a broadgauge line between Lanka and Badarpur is the only alternative.

Once again, there are certain problems relating to my State. I would request the Railway Minister to see to it that the broadgauge line from Guwahati to Dibrugarh is completed and that sufficient funds are released for the second and the third railway bridges over the Brahamaputra.

Now, Sir, if my understanding is not incorrect, I would like to say that the railways have already appointed or are contemplating to appoint agents for sale of tickets and for making reservations. I think this will be giving indulgence to black marketeers, and some unscrupulous elements will just take advantage of that situation. Most of the railway-

men are good, but all are not alike. I will tell you a very funny story that at a certain big railway junctions a man approached the ticket collector from behind and said, "I want a reservation, first class reservation, up to Delhi." The TC said, "Rs. 100." The man shouted and told him, "Don't you know whom you are speaking to?" The TC asked, "Who are you?" Then the man said, "I am the Railway Minister." The TC said, "Thab the 50 rupees." The story goes like that. There are certain undesirable elements. But I think most of the people are honest I would say that they give dedicated service to the nation also, I admit. But there are some unscrupulous elements. By introducing this agency service, I think, indulgence will be given to those unscrupulous elements.

Now the Railway Minister has sought the support and encouragement of the Members. I think, we should, irrespective of our party affiliations, extend our support and encouargement to the railwaymen to spark them on to overcome the stiff challeges and achieve even greater heights. Jawaharlal Nehru said and I quote:

> "To hell with the men who cannot work fast. We want no slogans. I want work and work and work."

I believe and I am sure that the railwaymen will work relentlessly and prove equal to the nation's expectation of them.

With these words, Sir, I support the Railway Budget.

श्रीमती रत्न कुमारी (मध्य प्रदेश) : उपसभाध्यक्ष महोदय, मैं इस रेलवे बजट का समर्थन करने को खड़ी हुई हूं। हमारे इस विस्तृत देश में भिन्न-भिन्न समय तथा भिन्न विभागों मे फैले हुए शासन से सभी विभाग प्रभावित होते हैं। रेल विभाग पर भी अशान्त क्षेत्रों का विपरीत प्रभाव पड़ता है। यातायात तथा माल की ढुलाई रेलवे के मुख्य कार्य हैं। ये नागरिक अशान्ति से अव्यवस्थित हो जाते हैं।

सन् 1986-87 का रेलवे बजट देखने से ज्ञात होता है कि देश की अशान्ति से अभिभूत होने पर भी रेलवे ने ढुलाई में कमी नहीं आने दी। सन् 1983-84 के वर्ष में राजस्व उपार्जक 230 मिलियन टन की ढुलाई गाडियों से की गयी। सन् 1984-85 में यही ढुलाई 236 मिलियन टन तक पहुंच गयी।

सन् 1984-85 के प्रथम 9 महीनों में 16 मिलियन टन की ढुलाई गत वर्ष की इस अवधि से अधिक हुई। आगे आने वाले महीनों में भी गत वर्ष से आगे निकल जाने की संभावना है। कर्मचारियों की कार्य कुशलता में भी बढ़ोत्तरी हुई है।

यात्रियों के लिये आरक्षण एवं बुकिंग में कम्प्यूटरों का प्रयोग बड़ी मात्रा मे प्रारम्भ किया गया है। बिना टिकट यात्रा की रोकथाम के भी प्रयत्न तेज किये गये हैं। रेलवे में गाड़ियों की समय पाबन्दी न होने से या यात्री वर्ग में भयंकर असंतोष फैला था। यहां तक कि शीघ्र चलने वाली यात्री गाड़ियां 10,12 घटे तक लेट चलने लगीं थीं। इस समस्या का भी सुधार दृष्टिगत होने लग है। टिकटों के रिफंड में बहुत अधिक समय लगता था उस के लिये भी प्रयत्न हो रहा है कि अप्रयुक्त टिकटों के लिये स्टेशन पर ही धन वापसी की सुविधा प्राप्त हो सके। कुछ नयी लाइनों के निर्माण के सर्वेक्षण भी किये जा रहे हैं। वर्तमान में जो लाइने पुरानी हो गयी है। उन की मरम्मत तथा मजबूत बनाने की प्रक्रिया अत्यन्त आवश्यक है। जनसंख्या बढ़ जाने के कारण यातायात का भार रेलवे पर बढ़ रहा है।

यह हर्ष की बात है कि इस बजट में माल व पार्सल, यातायात की ढुलाई की दरें नहीं बढ़ाई गई हैं। इससे समाज के कम आय वर्गों पर परिवहन के साधनों की मंहगाई का बोझ नहीं बढ़ेगा। इसी प्रकार निम्न आय वर्गों और दैनिक यात्रियों को बोझ से मुक्त रखने के लिए दूसरे दर्जे, साधारण या मासिक सीजन टिकिटों के किराए भी नहीं बढ़ाए गए हैं।

उपसभापति जी मध्य प्रदेश क्षेत्रफल में बड़ा होने के बावजूद भी बहुत पिछड़ा हुआ है। वहां के प्राकृतिक साधनों का

[श्रीमती रत्न कुमारी]

पूर्णरूपेण दोहन नहीं हो पा रहा है । इस संबंध में प्रति वर्ष रेलवे बजट पर वहां के संसद् सदस्य अपनी मांगें दोहराते हैं क्योंकि रेलवे लाइन न होने से कोई उद्योग नहीं लग सकते ललितपुर सिंगरौली रेल मार्ग, दिल्ली राजहरा जगदलपुर रेल लिंक, परासिया छिंदवाडा रेल की छोटी लाइन को बड़ा करना आदि मार्गें अभी विचाराधीन हैं ।

गोंदिया जबलपुर रेल की छोटी लाइन को बड़ी लाइन में बदलने का प्रस्ताव मैं लगातार सुनती आई हूं । प्रस्ताव भी किया है । अभी भी मध्य प्रदेश के कई जिले रेल सेवा से वंचित हैं । केन्द्रीय शासन को इस ओर ध्यान देना चाहिए ताकि इस प्रदेश का पिछड़ापन दूर हो सके ।

जबलपुर मानिकपुर में डबलिंग कार्य जारी है । इस कार्य को मैहर मुकैहा पर प्राथमिकता से किया जाए क्योंकि जबलपुर मंडल से यात्री गाड़ियों के आने जाने का समय करीब-करीब मैहर मुकैहा सेक्शन पर एक सा हो जाने से गाड़ियां लेट हो जाती हैं और यात्री परेशान होते हैं ।

भारत में सुरक्षा संस्थान बदलपुर में सबसे अधिक हैं । यहां की पांचों सुरक्षा संस्थानों में लाखों लोग काम करते हैं । फैक्ट्री कामगारों के लिए एक लोकल शटल चलाई जाए । यह गाड़ी भैड़ाघाट से खमरिया फैक्ट्री तक चलाई जा जा सकती है । इसके टाइमिंग ऐसे रखे जाएं जो मजदूरों को लाने ले जाने में समर्थ हों । इसी तरह से लखनऊ चित्रकूट ऐक्सप्रेस को जबलपुर तक लाया जाए ।

महोदय, भोपाल यात्रा में काफी भीड़ होने लगी है । अतः 86 अप बीना जो सुबह जबलपुर से इटारसी जाती है, इसे भोपाल तक चलाने से काफी राहत मिल जाती है ।

जबलपुर, रेल मंडल के खिरिया से करैली तक यात्री गाडियों में लूट पाट एवं चोरी डकैती, आदि की रोकथाम के लिए सख्त कदम उठाया जाना आवश्यक है ।

जबलपुर की एक दो समस्याओं का मैं उल्लेख करना चाहूंगा । शहर से मैडिकल कालेज जाने के रास्ते में लेविल क्रॉसिंग है । फाटक बंद हो जाने से बड़ी भीड़ इकट्ठी हो जाती है ? मरीजों को भी देर होती है । यहां एक ओवर ब्रिज आवश्यक है । इसी प्रकार गोरखपुर मुहल्ले में एक ओवर ब्रिज की जरूरत है । यहां कार्य प्रादेशिक एवं केन्द्रीय शासन मिलकर तुरन्त करें । यह मांग बहुत दिनों से लंबित पड़ी है । शहर में जनसंख्या बढ़ने के कारण नागरिक बहुत परेशान होते हैं ।

माल गोदाम कटनी जाने से जबलपुर स्टेशन का पूर्ण विकास हो सकता है । ट्रकों के आवागमन से जो दुर्घटनाएं यहां होती रहती हैं । उन्हें रोका जा सकता है । जबलपुर मध्य रेलवे मंडल द्वारा जो राशि तृतीय एवं चतुर्थ श्रेणी के कर्मचारियों की आवास व्यवस्था के लिए मांगी गई है, उसे प्राथमिकता दी जाती चाहिए ।

विगत दिनों जबलपुर रेल चिकित्सालय में नये विंग खोलने के लिए एक पत्र लिखा था उस पर कार्यवाही हुई है । परन्तु डाक्टरों की कमी के कारण महिलाओं व बच्चों वाला विंग अभी नहीं खुल सका है । इसके लिए डाक्टरों की व्यवस्था करने का मेरा अनुरोध है ।

जबलपुर स्टेशन पर एक प्लेटफार्म नं० 3 की आवश्यकता है । इस संबंध में जांच परीक्षण सब हो चुका है । कार्य शीघ्र कराया जाए ।

रेलवे का जीनल कार्यालय खोलने के लिए रेलवे मंत्रालय ने सूचित किया है कि यह कार्यालय जबलपुर में खोला जाना उचित पाया गया है । इस संबंध में शीघ्र निर्णय लिया जा कर जबलपुर में ही कार्यालय खोला जाए ताकि अब तक होने वाली उन्नति से जबलपुर की जनता भी कुछ लाभान्वित हो सके ।

इन्हीं शब्दों के साथ मैं रेलवे मंत्री जी को सुंदर बजट प्रस्तुत करने के लिए बधाई देती हूं और आपको भी धन्यवाद करती हूं कि आपने मुझे रेल बजट पर बोलने का अवसर प्रदान किया । धन्यवाद ।

SHRI V. GOPALSAMY: Mr. Vice-Chairman, Sir, I extend my gratitude to you for the opportunity I have got to speak on the Railway Budget. Sir, the people who are holding the reigns

of power in the seat of Delhi most often they preach sermons that the Bharat from Himalayas to Cape Comorin is one. All right. But at the same time very often they forget Tamil Nadu is also in the map of India. That is why when allocation of funds are made, Tamil Nadu is totally neglected. I can substantiate my charge. Every year we are levelling the same charge. If we go through the Explanatory Memorandum on the Railway Budget for 1986-87, we can see how much they have alloted for Karur-Dindigul Project this year? It is Rs. 3.80 lakhs. The balance of sanctioned cost is Rs. 43 crores. We have been demanding for completion of this project for decades. But only after convincing the then Prime Minister, Madam Indira Gandhi sanctioned the project. We Members of Parliament representing all political parties met her and we expressed our agony and anguish over the discriminating attitude of the Government.

When Mr. A. B. A. Ghani Khan Choudhry the then Railway Minister visited Madurai he had a reception by the Ramnad Maduria Chamber of Commerce. It was represented to him that funds so far allotted were very meagre. The progress was only at a snail's pace. Then Mr. Choudhry announced sanctioning of Rs. 10 crores immediately. But what happened? That assurance was not at all honoured. Now, what will happen? It will take many years, many decades. You are not serious in completing the project. That is why you are not alloting more funds.

Sir, so far Rs. 23.63 crores had been spent on this project. This is a project that has the broad gauge line from Karur to Dindigul 72.9 Kms. and then parallel broad gauge line from Dindigul to Madurai 64.32 Kms. Then conversion from metre gauge to broad gauge from Madurai to Maniyachi 127.25 kms. and parallel broad gauge line from Maniyachi to Tuticorin and from Maniyachi to Tirunelvel 60 Kms. Sir, I am very much pained to point out that this project which was planned by the experts is the most idiotic and ignorant plan ever designed by the experts in the Department of Railways. There is a construction of broad gauge line from Dindigul to Madurai. This is all right. Then again from Karur to Dindigul is also all right. Then there is construction of broad gauge line that is a parallel line from Dindigul to Madurai, but there is no parallel construction between Madurai and Maniyachi. There is only coversion of metre gauge to broad gauge. What will happen if people from Tirunelveli or even from Kanyakumari want to travel towards Madras via Trichy they have to get down at Madurai if his project is implemented, because there is no parallel construction. That is the metre gauge will be converted to broad gauge, if at all it is constructed. Then they would have to get down at Madurai; then they would have to go by the metre gauge train via Tiruchi to Madras. They will be subjected to hardships and sufferings, unbearable sufferings. This has already been pointed out to the Minister during the railway budget discussion last year. But that has not been considered by the Ministry. This is a serious error committed by the Railway Department.

Sir, as far as the Mass Rapid Transit System for Madras is concerned, this time also they have allotted only Rs. 4 crores. This is also very meagre. Therefore, I would request the hon. Minister to kindly try to allot at least Rs. 20 crores for the Karur-Dindigul project and Rs 10 crores for the Mass Rapid Transit System. Of course, you have made two Ministers of State from Tamil Nadu. I am happy that two promising youngsters have been given berth....

SHRI MADHAVRAO SCINDIA: I have not made. Our leader has made.

SHRI V. GOPALSAMY: Not you. The Prime Minister, the Government. But as far as allocation of funds is concerned, as far as new projects are concerned, we are totally neglected.

[Shri V. Gopalsamy]

SHRI MADHAVRAO SCINDIA: One is sitting there.

SHRI V. GOPALSAMY: He is burning in his heart, I know, but he cannot say. Sir, there is one project, Karur-Cochin via Idukki and Bodinaikanur. A survey has already been made. Definitely it will cater to the needs of the people of both Kerala and Tamil Nadu. A survey has already been made. If the Minister kindly considers my request and includes the project next year, it will be definitely welcomed by all sections. Sir, Mr. Gurupadaswamy was also telling me that this time Karnatake has also been totally neglected because for the broad gauge line between Mysore and Bangalore, only an amount of Rs 49 lakhs has been allotted. That is also very meagre. Of course, Mr. Upendra is the happiest person, I know. They have got the lion's share because you want to win them over for political reasons

SHRI B. SATYANARAYAN REDDY (Andhra Pradesh): No that is not correct

SHRI V. GOPALSAMY: This is my opinion. I am also happy. But the problem is, Tamil Nadu is neglected, totally neglected by the Railway Ministry. This is a discriminatory attitude, a step-motherly attiude of of the Central Government.

Sir, because the time at my disposal is very short, I will draw the attention of the hon. Railway Minister to the burning problems of the Railway employees. First and foremost I draw the attention of the hon. Railway Minister to the plight of the Khalasis in the Railways. Regarding the recruitment of Khalasis, there are certain serious anomalies. One problem I would like to point out to the Minister. In the recruitment of Khalasis in Perambur and Golden Rock workshops on the Southern Railway in 1983, about 500 in Perambur and about 200 in Golden Rock out of the selected lot are yet to be given appointment and as many of them happen to be sons of retired|serving railway employees, their non-recruitment has been causing great disappointment and mental agony among the parents. The reason for such non-recruitment of the selected persons is attributed to the latest Railway Board letter prescribing ITI/CTI qualifications for the post of Khalasis. The selection was made in 1983. Therefore, I would request the Minister that such qualifications need not be insisted upon for the recruitment ordered in 1983. I request the Railway Minister to give appointment orders for the abovementioned left-over people.

Sir, I would like to draw the attention of the Railway Minister to the plight of thousands of workers who have put in a number of years of service in the Engineering Department on the Southern Railway and who are still serving as CPC/RSP Khalasis without being absorbed against regular vacancies and are thus denied the statutory benefits applicable to employees in regular employment. In a number of cases, such CPC/RSP Khalasis have even been terminated from service without benefits. Therefore, I demand that such CPS/RSP Khalasis in the Engineering Department should not be allowed to continue in their present status and should be immediately absorbed against regular vacancies.

To cite an instance, there are about 250 CPC workers serving under Inspector of Works, Southern Railway, Madras Egmore in various capacities as carpenters, Gangmen, Brick Layers, Painters, Blacksmiths, etc. and have put in service ranging from six to twenty years. But their services are yet to be regularised. Therefore, it is a very serious matter. I request the Railway Minister to look into this problem so that these 250 people be immediately absorbed against regular vacancies.

One more serious problem I would like to bring to the notice of the hon.

Railway Minister in Golden Rock and Tiruchi. In Golden Rock, 20 casual labourers of RSP with about 7 years of service have been retrenched from service and are waiting reengagement for the last so many years. At the same time, casual labourers have been engaged under IOW/B about 8 months back which seems to be in contravention of the Railway Board's orders. Therefore, I would request the Railway Minister to look into this problem and to issue orders for the reengagement of these poor labourers, these casual labourers, in the vacancies said to be available in the same sub-division.

Sir, I would like to draw the attention of the Railway Minister to one more problem of the railway employees in Madras city. A section of railway employees who are having their work places in Madras city but who are residing in areas far off from the city have submitted an appeal to the hon. Minister of Railways in March, 1984, requesting him to consider their case for issue of residential card passes up to 100 kilometres treating it as free zone and for a further distance of 50 kilometres at one-fourth of the public rate.

I have been informed that the Railway Board has, in December 1976, issued certain guidelines, which specified that the distance limitation existed as on 14-12-1953 should not be extended, while on the other hand distance limitation in respect of season ticket holders was exempted with effect from April, 1979 in terms of Board's order in March 1979. Besides, it is also seen that from September 1980, the non-railway commuters were permitted to avail of the season ticket facility up to 150 kilometres. It is very unfortunate because when concessions are availed of by others, your Department people are not given this facility. Therefore, it is not fair on the part of the Railway Administration not to extend such generosity to its own employees who are not an exception to the prevailing hardship and inconvenience so far as journey to and from work place is concerned.

Sir, before I conclude my speech, I would like to draw the attention of the hon. Railway Minister to another serious problem. The railways employees, particularly in Tamil Nadu, particularly in Madurai Division, are compelled to attend their Hindi classes and they are compelled to pass the Hindi examinations and then only they will be given increment. I raised the issue on the floor of this House during the last year Budget discussion. I received a letter from Mr. Scindia saying that we have nothing to do with this. We are only implementing the policy of the Government. Sir, the point which I raised on the floor of the House was that that the assurances as given by Pandit Jawaharlal Nehru are not honoured. Those assurances are not at all implemented. That was my point. And what was the assurance given by Pandit Jawaharlal Nehru? Nehru gave the assurance that English shall also continue along with Hindi as the official language of India as long as non-Hindi speaking people desire. So, an option was given to the non-Hindi speaking people. That is why, I raised the issue on the floor of the House. But some bureaucrats prepared a draft and that draft has been forwarded to me by the hon. Minister. Sir, you don't realise or understand the disadvantages or the hardships to which our own people are subjected particularly in the non-Hindi speaking areas and in Tamil Nadu. Therefore, are you going to honour the assuance? *(Interruptions)* Mr. Kalpnath. have you heard the name of Pandit Nehru?

श्री कल्पनाथराय (उत्तर प्रदेश) : आदरणीय उपसभाध्यक्ष महोदय, इन्होंने नान हिंदी और हिंदी की बात कही इसलिए कहना जरूरी है । मैं यह कहना चाहता हूं कि इनके 43 करोड़ के प्रोजेक्ट को रेल मंत्री जी ने 3 करोड़ दिये हैं और 55 करोड़ के भटनी बनारस की रेलवे लाइन को जो 15 सालों के सैंक्शन्ड है उसको

[श्री कल्पनाथ राय]

केवल एक करोड़ दिया है । इनको तो फेवर किया है । इनके एरिये को फेवर किया है और हमारे को फेवर नहीं किया है यह मैं रेल मंत्री जी के ऊपर आरोप लगाता हू ।

SHRI V. GOPALSAMY: I have to put on the earphones.

श्री कल्पनाथ राय : मैं आपकी समस्या समझता हूं लेकिन आपने चूंकि हिंदी और नान हिंदी की बात उठायी तो मैंने यह कहा कि आपके एरिया को ज्यादा पैसा रेलवे मंत्रालय ने दिया है और पिछड़े हिन्दी भाषा भाषी इलाकों को बहुत कम दिया है । He has favoured non-Hindi speaking people.

SHRI V. GOPALSAMY: Mr. Kalpnath Rai does not understand anything. When you get a chance, you speak. You would not understand our hardships, you would not understand our difficulties. That is the problem with you.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): Don't address him. Address the Chair.

SHRI V. GOPALSAMY: He has not read even the Budget papers. That is why he is blabbering something.

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): He is also right and you are also right.

SHRI V. GOPALSAMY: This is the forum where we have to express our own difficulties. That is why I draw the attention of the Minister.

SHRI MADHAVRAO SCINDIA: They are both right. But both are pulling my ears.

SHRI V. GOPALSAMY: Therefore, I would request the hon. Railway Minister to give instructions to his own Department people not to impose this type of thing, particularly in Tamil Nadu. If you thrust more, we will oppose and you cannot achieve your goal. If you want to encourage unity, this is not the way. Putting the people in the non-Hindi areas to hardships and sufferings will not yield the results. Compulsion will not yield the results. If you compel more, then you will be sowing the seeds of disintegration. That means, you are sowing the seeds of disintegration. This is the forum where I have to express our own agony and anguish because we have received lots of complaints from the employees and I have already forwarded the complaints to you. I have received a letter from you. And in that letter, you have justified what action your Department has taken. Mr. Scindia has written a letter in which he has justified the action. That is why I am telling this thing this time.

SHRI MADHAVRAO SCINDIA: There is no compulsion.

SHRI V. GOPALSAMY: You try to change your attitude. You have forwarded that letter which was drafted by some bureaucrats.

AN HON. MEMBER: He says that there is no compulsion.

SHRI V. GOPALSAMY: But the compulsion is there. I have proved it. I have sent the letter already. Alongwith the circular, I have sent the letter. I have already proved it. Therefore, I request the hon. Minister to allot more funds for Karur-Dindigul and MRTS and thus render justice to Tamil Nadu.

SHRI KALPNATH RAI: You should love Hindi. (*Interruptions*)

THE VICE-CHAIRMAN (SHRI M. P. KAUSHIK): Now Shri Chandrika Prasad Tripathi.

श्री चन्द्रिका प्रसाद त्रिपाठी (मध्य प्रदेश) : मान्यवर उपसभाध्यक्ष जी, माननीय रेल मंत्री महोदय ने जो रेलवे बजट 1986-87 प्रस्तुत किया है मैं उसका समर्थन करने के लिए खड़ा हुआ हूं और इसलिए समर्थन कर रहा हूं कि हमने 1950 के पहले भी रेल यात्राएं की हैं और आज भी कर रहे हैं , कितना बड़ा सुधार का अन्तर आया है । यह वे ही अनुभव कर सकते हैं जिन्होंने आजादी के पहले रेलों में यात्राएं की हों । तीसरे दर्जे में जिसे अब द्वितीय दर्जा कहा जाता है एक भी पंखा

नहीं रहता था, लोग गर्मी में झुलसते थे लेकिन आज द्वितीय श्रेणी में एक एक डिब्बे में 4–4 और 6–6 पंखों की व्यवस्था की गयी है। चाहे जितनी लम्बी यात्रा हो हमें रात को विश्राम करने की कोई व्यवस्था नहीं थी करीब 12–12, 13–13 इंच की पटरी रहती थी जिस पर बैठकर हमको जाना पड़ता था लेकिन आज रात्रि विश्राम के लिए हमें पूरा बर्थ देने की व्यवस्था की गयी है, न केवल व्यवस्था की गयी है बल्कि उसमें कुशन लगाये गये हैं, उनकी चौड़ाई भी बढ़ा दी गई है, हमारे मोटे आदमी भी आराम से सो सकते हैं।

रेलों में सुधार किया गया, सफाई की ओर व्यवस्था की गई। यह केवल मामूली बातें नहीं हैं। पेय जल के लिए इस बात का प्रयास किया गया कि जो बड़े स्टेशन हैं, जहां गाड़ियां काफी समय तक खड़ी होती हैं जल व्यवस्था की जाए, तथा स्वच्छता और सफाई की ओर ध्यान दिया जाए।

मैंने यह भी अनुभव किया है कि खास तौर से इस वर्ष रेलवे कर्मचारियों के व्यवहार में बहुत बड़ा फर्क आया है, बहुत अच्छा व्यवहार करने लगे हैं। मैंने कोशिश की है कि आरक्षण में लोगों को जो अतिरिक्त पैसा देना पड़ता था, जानकारी करता रहूं कि लेते हैं कि नहीं मेरी समझ में नहीं आया कि किसी भी रेलवे कर्मचारी ने इन व्यवस्थाओं के कारण क्योंकि इतनी अच्छी व्यवस्था आपको हो गई है कि अब ऊपरी पैसा, जो दुगुना-तिगुना देना पड़ता था, वह नहीं देने पड़ते हैं।

आज कर्मचारियों के लिए पूरे बजट में 29 प्रतिशत अधिक बढ़ा कर उसमें हमें आम जनता को लाभ देने की सुविधा की व्यवस्था की है, लेकिन कर्मचारियों को 100 प्रतिशत नौ करोड़ का 17 करोड़ रूपया रख कर इस बात का प्रयास किया है कि उनकी समस्याओं को हल किया जाए।

भारत वर्ष में रेलवे विभाग ही एक ऐसा विभाग है जहां उतनी अच्छी सुख-सुविधाएं अपने कर्मचारियों को दी गई हैं, जो शायद भारत वर्ष के किसी भी विभाग में यह सुविधायें उपलब्ध नहीं है।

मैं आपसे निवेदन करना चाहता हूं। समय की पाबंदी के संबंध में– बारह-बारह घंटे लेट हमने स्वयं यात्रायें की हैं, लेकिन इस वक्त बराबर सुधार आया है। भले ही पूरा सुधार नहीं आया, सारी गाड़ियों एक टाईम पर चलने लगी हैं, ऐसी बात नहीं है, लेकिन बहुत बड़ा सुधार आया है। रेल के डिब्बों में क्या लागत लगती है? आज 800-800, 900–900 डिब्बे बनाने की व्यवस्था रेलों के इंजिन बनाने की व्यवस्था की गई हैं। अब कपूरथला में नया एक कारखाना डालने की कोशिश की जा रही है कि वहां पर एक हजार डिब्बे प्रति वर्ष हमारे देश में बनें, रेल के डिब्बे हमारे यहां आधुनिक ढंग से बनाये जायें। इस सारी व्यवस्था में निस्संदेह पैसा तो लगता ही है।

हम भी चाहते हैं, आप तो कहते हैं कि किराया बढ़ाया गया है, मैं तो चाहता हूं कि किराया लगे ही न, मुफ्त में यात्रायें हों लेकिन क्या यह सम्भव है? मगर छोटे तबके के आदमी जिनको पेसेन्जर ट्रेन में चलना है, 10–25–50 या 100 किलोमीटर जाना है, उन पर कोई किराया नहीं बढ़ाया गया है। केवल मेल और एक्सप्रेस गाड़ियों में, जो जल्दी चलना चाहते हैं, जिनको आप भी चाहते हैं कि जगह-जगह न रोका जाए और हमारी यात्रायें समय पर पूरी हों, वहां पर रेल भाड़े को बढ़ाया गया है, लेकिन छोटी यात्राओं के लिए, जो पेसेन्जर गाड़ियों में चलना चाहते हैं, उनके लिये कोई किराया नहीं बढ़ाया गया है।

दूसरी बात, माल पर, जिसका असर गरीब से गरीब आदमी पर पड़ता है, उस पर कोई भी पैसा नहीं बढ़ाया गया है। यह 1986–87 के लिये रेलवे विभाग की बहुत बड़ी उपलब्धि है, जिसकी हम लोगों ने कल्पना की थी कि जब हम चाहते हैं कि

[श्री चन्द्रिका प्रसाद त्रिपाठी]

हमारे यहां रेलवे का अच्छा विकास हो, गति अच्छी आये, समय पर गाड़ियां चलें, रेलों में सुधार हो, स्टेशनों मे सुधार हो, ओवरब्रिज बनाये जायें, नई लाइनें डाली जाएं, तो स्वाभाविक है कि उसके लिए पैसा भी जुटाया जाए। तो हम पैसा कुछ नहीं देंगे और सुधार सब चाहेंगे, यह सम्भव नही था। लेकिन उसके बावजूद जो आम जनता पर जो इफक्ट पड़ता है बजट का, माल-भाड़े पर, उसको हमारे रेल मन्त्री जी ने बिल्कुल नही बढ़ाया है। यह बड़ी प्रसन्नता की बात है।

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तीसरी बात, अभी हमारे भाई बोल रहे थे, मेरी भी बड़ी भारी शिकायत है कि आप जनसख्या के आधार पर, उसके अनुपात पर आप प्रदेशों की तुलना करते हैं कि कितने परसेंट गाड़ियों की व्यवस्था, कितने किलो-मीटर की हुई है, लेकिन यह देखने का प्रयास नहीं किया कि जो बड़े प्रदेश हों, लम्बे-चौड़े हों, आबादी जिसकी बिरली हो, दूर-दूर जो बसा हो, उसके बारे में आपको क्या कहना है ?

मध्य प्रदेश में अगर बम्बई से कलकत्ता और बम्बई से बनारस गाड़ी जाने की आवश्यकता न होती, तो शायद कोई लाईन ही मध्य प्रदेश में न होती, जबलपुर में खास तौर से। तो मैं आप से निवेदन करता हूं कि आबादी के साथ-साथ एरिया को भी देखा जाए कि एक लाईन निकलने से कितने जिलों को लाभ होता है। साथ ही साथ यह भी देखा जाये कि केवल हमारे आवागमन की सुविधा नहीं, बल्कि देश को अधिक लाभ पहुंचाने हेतु क्या ऐसा कोई कारण हैं, खनिज में शायद मध्य प्रदेश भारतवर्ष में सबसे धनी प्रदेश है, खनिज के मामले में . . . ऐसी कोई धातु नही है जो मध्य प्रदेश में न होती हो। लेकिन ढुलाई की सुविधा न होने के कारण उसका उचित समय पर, उचित दर पर दोहन नहीं हो पाता है। मैं आप से निवेदन कर रहा हूं कि आप आबादी का मानदण्ड भी देखिये। मुझे मन में ऐसा लगता है कि हमारे प्रदेश के राज्य मंत्री इस बात का संकोच करते है कि मध्य प्रदेश में यदि कोई नया काम हुआ तो जैसे अभी आपने उठाई जबान और पटक दी कि हमारे यहां नहीं हो रहा है, वह नहीं हो रहा है, मैं कहता हूं मध्य प्रदेश में कितना हो रहा है उसकी आबादी के रकबे के आधार पर ? तो सम्पूर्ण देश को एक दृष्टि से देखते हुये इस बात का प्रयास करना चाहिये कि सब जगह की मांगें, उनकी आबादी, उनकी सीमा, उनके क्षेत्रफल, उनके पिछड़ेपन को देखते हुये और वहां के खनिज पदार्थों की उपलब्धि को देखते हुये, वहां पर विकास किया जाना चाहिये। अभी हमारी बहन ने उदाहरण दिया नागपुर जाने के लिये कोई सीधी ट्रेन नहीं है। इतना बड़ा शहर जो मध्य प्रदेश की राजधानी रहा हो वहां पर आने-जाने के लिये रेल का कोई मार्ग जबलपुर से नही है। अगर एक छोटी लाइन को बड़ी लाइन में परिवर्तित कर दें, खर्चा आधा आयेगा, लेकिन वह इतना बड़ा सुविधा का साधन बन जाएगा। मैं माननीय मंत्री जी को अनेक बार निवेदन भी कर चुका हूं, जबलपुर जिले में एक तो कटनी में और दो जबलपुर में ऐसे रेलवे के ओवरब्रिजों की जरूरत है, जिसके न होने के कारण जनमानस को महान कष्ट का सामना करना पड़ता है। अनेक घटनायें मेडिकल कालेज जाने में एंबुलैंस खड़े हो जाने के कारण वहां हो चुकी है। इसलिये मैं आप से निवेदन करता हूं कि उस ओर भी ध्यान दिया जाए। दूसरी बात पूछ-ताछ मे थोड़ी सी गड़बड़ी है। मन्त्री जी, जब कभी उनसे पूछो तो वहां अगर एक आध देवी उनके बगल मे बैठी हों तो दोनों की बातें सुनाई देती है टेलीफोन मे और हमारी घंटी सुनते ही नहीं है। टेलीफोन मे व्यस्त का संकेत आता है। यह व्यवस्था की जाए कि आदमी बढ़ा दिये जाएं ताकि यदि हम पूछें कि गाड़ी कब आई है, कब आने वाली है, कितने समय पर जायेगी यह सारी जानकारी उत्तर में हमें मिल जाये। क्योंकि कभी-कभी ऐसा अवसर आता है कि समय चूक जाता है और पैसेंजर जानना चाहता है कि अगर 5—10 मिनट भी गाड़ी लेट हो तो वह इंतजार कर ले। इस प्रकार की सूचना अवश्य मिलनी चाहिये। दूसरी बात मैं पेंट्रीकार के सम्बन्ध में कहना चाहता हूं। आजकल चोरियां बहुत बढ़ गई हैं। अगर हम थोड़ा पानी लेने के लिये सीट को छोड़कर

जायेंगे तो हमारा सामान बचेगा कि नहीं बचेगा, एक शंका का वातावरण रहता है। अगर डिब्बे के किनारे-किनारे कोई ठंडा पानी, ठंडा पानी कहते हुये निकल जाए और वह पानी हमको मिल जाए तो मैं समझता हू कि यह बहुत लाभकारी रहेगा। तीसरी बात, हमारे माननीय रेल मंत्री ने कर्मचारियों के साथ-साथ पेसेंजर्स का भी ध्यान रखा है। उन्होंने विश्रामगृहों में सुधार किया है और जो आवश्यक चीजें होती हैं चढ़ने के बाद जिनकी आवश्यकता होती है जैसे बाथरूम में बड़ा सुधार हुआ है। लेकिन जैसे मैंने गत वर्ष भी कहा था कि जबलपुर के रेलवे में सुरक्षा का सामान ढोने और लाने-ले जाने के लिये व्यवस्था है और पैसेंजर्स के लिये है प्लेटफार्म की बहुत कमी है। आप उसकी जांच करायें, शायद 25-30 लाख रुपये में एक बहुत बड़ी वहां सुविधा हो जायेगी। कुछ गाड़ियां ऐसी आती हैं जो कटनी तक आती हैं, जो इटारसी तक जाती हैं, उनको अगर आप भोपाल कर दें, कटनी तक आने वाली गाड़ी को अगर आप जबलपुर कर दें तो बहुत बड़ा प्रैशर कम हो जाये। आम आंकड़े इकट्ठे करा लें जबलपुर से राजधानी भोपाल को जाने के लिये केवल एक ही गाड़ी सुविधाजनक है, इंदौर-बिलासपुर, बिलासपुर-इंदौर और उसमें डेढ़-डेढ़ सौ आदमी वेटिंग लिस्ट में सैकण्ड क्लास रहते हैं और फर्स्ट क्लास में रहते हैं। आप अगर दूसरी गाड़ी की व्यवस्था नहीं कर सकते तो कम से कम श्यामनागार सैकण्ड क्लास में, एक फर्स्ट क्लास में और बढ़ा दें तो मेरा विश्वास है कि एक बड़ा भारी काम हो जायेगा। राजधानी के साथ-साथ जबलपुर में हाई कोर्ट होने के कारण यहां के लोगों को दूर-दूर से आने-जाने के लिये बहुत आवश्यकता पड़ती है। इसलिये जैसा अभी कहा गया कि हमारी डबल लाइन जो है जब हम कुतुब से चलते हैं तो करीब-करीब तीन-तीन चार-चार बजे चलते हैं यहां 11 बजे पहुंचते हैं। बहुत लम्बा समय लगता है, बीच में डबल लाइन न होने के कारण, और अगर आप सुविधानुसार जबलपुर से बीना होकर एक ट्रेन चला दें तो हम लोगों को पांच घंटे की बचत हो सकती है। मैं जबलपुर अकेले की बात नहीं करता;..... ।

वहां से सिवनी भी है, छिंदवाड़ा भी है, मण्डला भी है, इस तरह से कई जिले इससे सम्बद्ध हो जाते हैं केन्द्र में दिल्ली आने के लिये। इससे एक बड़ा भारी सुविधा इन जिलों के लोगों को मिल जाएगी।

महोदय, सीमित साधनों के रहते हुये और गरीब आदमियों पर बिना टैक्स लगाये आपने यह जो बजट प्रस्तुत किया है, जिसके बारे ; लोगों की धारणा थी कि भयंकर टैक्सों की मांग की जाने वाली है रेलवे में और समाचारपत्रों में भी ऐसी खबरें आयी थीं, उनको आपने झूठा करार दिया है और योजना बनाकर आपने जितना लक्ष्य बनाया था। 1985-86 का, उस लक्ष्य से आगे बढ़कर आपने सफलताएं पाई हैं और मेरा विश्वास है कि 1986-87 का भी जो आपने लक्ष्य बनाया है; उससे आगे बढ़कर ही आप सफलता पायेंगे क्योंकि जिस निष्ठा और ईमानदारी से आप काम कर रहे हैं, वह बताता है और यह एक प्रशंसनीय भी है। मैं माधवराव जी का खूब हृदय से अभिनन्दन करता हूं कि उन्होंने गरीबों का ख्याल करते हुये मालभाड़ा नहीं बढ़ाया है।

अन्त में, जबलपुर के लोगों का, न केवल जबलपुर के लोगों की बल्कि आसपास के जिलों के लोगों की यह बड़ी भारी मांग है कि प्लेटफार्म यहां तीन तथा चार बनाया जाये और रेल सुविधा भोपाल और दिल्ली के लिये और अधिक अति सुगम बनाई जाए, इतना निवेदन करते हुये मैं आपकी भूरि-भूरि प्रशंसा करते हुए इस बजट का अनुमोदन करता हूं, समर्थन करता हूं।

SHRI R. MOHANRANGAM (Tamil Nadu): Mr. Vice-Chairman, Sir, really, I am very glad that our young Minister of State for Railways along with ways along with his senior Minister has brought in a very fine, surplus, Budget. But at the same time, I am unhappy that sufficient funds have not been allotted for the southern

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part of the country. But this is not a parrot-like talk. Whenever we speak on the Railway Budget or any other discussion, we usually speak about the southern part as well as the northern part. But as far as the Railway Budget is concerned, this is the eighth time I am speaking. On the last seven occasions, I have mentioned so many things which I am going to repeat now. My friend, Mr. Gopalsamy, has very cleverly narrated about the Hindi circular and about the new schemes which are to be implemented in the southern part of the country.

As I said in the beginning, I am unhappy that sufficient amount has not been allocated as far as the southern part is concerned. Now, Sir, as you know, Madras is a very important city of our country. It can be called the Gateway of South India. The population of Madras city is 65 lakhs. When I started speaking about Madras city seven years before, the population of Madras was only 40 lakhs. Today, it is 65 lakhs. The geographical division of Madras city is such that it is divided into two equal parts the north and the south. A substantial part of the population is living in the suburban area, the Guindy-Tambaram area. Now, our hon. Minister, Mr. Chidambaram, is here. He will have the full statistics about Madras city. In fact, to a certain extent, he will be knowing better than me about Madras city because he is a resident of Madras city. I am a person who comes from the suburban part of Madras city. As I said, Madras is divided equally into two parts. People from one part have necessarily got to cross the railway track when they go to the other side. It is divided into two parts equally. On the one side, the number is about 30-35 lakhs and on the other side, it is about 30 lakhs. The people have necessarily to cross the railway track to go to their offices, colleges and so on. There are a number of railway gates on the track. As I said three or four years ago, a women who was in an advanced stage of pregnancy was forced to deliver the child in the motor car. This is the situation in Madras city today. When this is the situation, I do not know why they have allocated only Rs. 4 crores for the mass rapid transport system. We want to have a track from Madras city to Luz. So far, they have been able to implement only one-sixth of the total target. So far, a sum of Rs. Seven crores has been spent. In this year's Budget, they have provided only Rs. 4 crores for the implementtation of the mass rapid transport system. My Chief Minister wrote a letter to the Minister for Transport. I hope Mr. Scindia may have noticed it. In this letter we have said that we needed Rs. 23 crores for the implementation of the entire scheme. They assured us that we would be getting 50 per cent of this but in this budget we have been given only Rs. 4 crores. I do not know what exactly they are trying to do. With the allotment of his meagre amount of Rs. Four or Five crores per year it will become a ten-year plan and not a two-year plan. By the time it is completed in 1996, the population of Madras city will be reaching one crore. Not only that, we will have to think of new schemes. This is a very good scheme but it is badly treated. It is an excellent scheme but proper allotment of funds is not made. Unless and until they allot more than 15 to 20 crores of rupees, I do not think the scheme will be successful. We have to look to the total influx of population. And therefore, I would like to request the hon. Minister to take some effective steps in this regard. I would request the Minister of Transport to allot more funds or give special grant for effective implementation of the scheme.

4-00 P M

Then, the father of the Karur-Dindigul scheme, Shri K. T. Kosalram has since died. No railway budget

was passed without the interference of Shri Kosalram who used to come from that particular area. Dindigul is a very famous area. Our young Minister Mr. Chilambaram is here, he belongs to Madras city, but whenever he contested election he used to stand from southrn part of the area. He is well aware of the fact that Karur-Dindigul scheme is completely neglected for the past 10 years. Even the amount allotted for this scheme is not so big. It is very meagre and with that amount I do not think Krur-Dindigul scheme will be implemented in time. So, sufficient amount has to be allotted for this purpose.

There are 23 bridges from the heart of Madras city to Tambaram. Even though, as I said, Madras city is only up to Guindy, now it has been officially or practically extended up to Tambaram. More than 95 lakhs of people are staying in Madras city as well as in its suburban areas. They are completely dependent upon jobs, schools, colleges and everything in Madras city. Until and unless we have three to four underground or over bridges especially at Pazhavanthangal, Guindy and Chromepet you cannot expect proper transportation for all these people coming from that side of the railway track to this side of the railway track. So, that is an important matter for you to consider.

Fourthly, there is the question of Arakonam-Katpadi and Jolarpet-Katpadi lines These are the small lines I hope our friend will look into these things. What about your wasteland, worth about Rs. 8 to 9 crores in Madras city? This question was raised by me two months back. Nearly 180 acres of wasteland is available in Madras and suburban area. It is worth more than Rs. 8 to 9 crores. All these places are occupied by anti-social elements and you can find unauthorised construction there. When I brougbht this matter to the notice of the hon. Minister, he said that he will take necessary steps to check all these persons. But till today I find so many persons are constructing small huts very near to the railway line. Within a month they do the fencing and they sell these huts to each other. I do not know how they sell these huts to other persons when the property belongs to the railways. These railway persons do not feel concerned about it. When they see unnecessary constructions coming up on the railway property, they just keep quite although they travel from Madras to Beach, to Tambaram daily. I have already intimated about this to the Railway Minister. Only after these persons are removed from there we can have broad gauge railway line. A time will come, I warn the Railway Minister through you, Sir, when these anti-social elements who are constructing huts now would claim compensation. I had brought this matter to the notice of Shri Madhu Dandavate. Probably this is the first time when I am telling you that they are constructing huts on railway property worth crores of rupees, from Madras city to Chinglepet side. You should consider this matter very seriously. That you have to consider. Also from 1947 owards, even though my State was continuously ruled by the Congress Party till 1967 and after 1967 some other party and after 1972 by my own party, I personally feel that not even a single meter gauge line has been converted into broad gauge. I do not know what exactly is the reason for this decision about not converting meter gauge into broad gauge. When we asked the same question in 1978, the answer that was given by the then Minister was that if we coverted meter gauge into broad gauge, then we had to change every thing, for which we had to go for wagons and wagons were not available. I hope the same answer I will not receive from our Minister now because he knows something of exactly what they have to do for converting the meter gauge

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into broad gauge. I hope that he will take necessary steps to convert it

These are small things, minor things as far as my State is concerned. I am not asking for gigantic industries, I am not asking you to start the Integral Coach Factory there, which was already refused. After all, these are small things and I hope the Minister will take responsibility for these and give some allocations for the MRT system as well as the Karur-Dindigul line and also for the other small items, especially the construction of underground bridges.

Before I conclude, I would like to intimate one particular thing. There is a place in the heart of the city of Madras, called Saidpet. They have a very big bridge there. They themselves have erected a bridge there. The people of that area said: "No, no, we do not want this. We cannot climb hundred feet and go down hundred feet". So they have completely demolished and removed that and placed it in my place called Palliathangal. Now in my area people are of my size. When people who are so lean and thin like our Minister are not able to climb the stairs how do you expect people like me to climb up and go down the stairs? And one thing more. They have sanctioned an underground bridge there but afterwards they have changed from that place to another place. I have raised an objection. Again they have changed it. For the past one year, even though a provisional amount for the construction of an underground bridge has been given, nothing is done. I do not know exactly at what stage the matter stands. If the hon. Minister does not know the spelling of that place, my friend Mr. Chidambaram can definitely tell him the correct spelling because it is a Tamil word and I do not expect our Minister to know all the Tamil words. I hope and expect that the bridge will be constructed there. There are very small things and I hope every thing will be implemented within a year. If it is not implemented, next year I will definitely again talk about these things. Hoping that every thing will be implemented, I conclude my speech. Thank you very much.

SHRI SUBAS MOHANTY (Orissa): Sir, I must thank you for giving me the opportunity to take part in the Railway Budget discussion.

[The Vice-Chairman (Shri Santosh Kumar Sahu) in the Chair.]

It is an admitted fact that over the years, Railways have played a major role in the socio-economic growth of the country. That is why the present Budget, in which efforts are sincerely being made to lessen the burden on economically weaker people of the country who mostly depend on Railways as an inexpensive means of inland transport, is most welcome. While taxing the upper class, the Minister has been considerate enough to spare the second class passengers and commuters who from the major portion of the travelling public. And the wise decision of not increasing the freight charges could avoid the possible rise in prices of transported goods which otherwise would have affected the entire economy as a whole.

Sir, it is a general practice to criticise any amount of increase in passenger fares without considering the other aspects of such a step. To discharge its social responsibilities effectively, as a public utility system Railways have to generate resources within. To meet the growing demands of the people and to meet the challenges of the coming years we have to tolerate the marginal rise in fare. But, at the same time, we should also demand and expect greater efficiency of the Indian Railways.

Sir, I am happy to note that the railway production units have been geared up to their capacity and some have even exceeded the target itself. The performance of the current year raises hope for the future. But there are certain points which should have been given more attention.

So far as the electrification of railway track is concerned, I think the Government should have gone in a big way as it happens to be cheaper than diesel and coal. In the matter of track renewal, the target fixed by the Government is much less in comparison to the total length of track which needs to be replaced. As the old track which needs immediate replacement happens to be one of the causes of railway accidents, stress should have been given on this track renewal.

The amenities to the passengers as mentioned in the budget are yet to be enjoyed by common passengers. The standard, though not deteriorating, has been maintained somehow. Considering the fare hike, the Government should pay more attention to the passenger amenities also.

Besides, attention should also be given to the safety measures in order to avoid railway accidents. The decrease in the number of accidents should not make one complacent. The number of accidents might have decreased, the casualties may be less in number, but why should we not try to ensure a safe journey on the Indian railways? Therefore, it should be of great priority for the railways to minimize the role of human element by greater mechanization and provision of safety devices.

Sir, the honourable Minister, in investment planning has laid stress on acquisition of new wagons to enhance the carrying capacity Besides, he has rightly concentrated on new lines, railway electrification, survey and production units, etc. In this context I would like to invite the attention of the honourable Minister to certain vital problems of my State, Orissa. Sir, we are ashamed to look at the position of Orissa in the railway map of India. With vast resources in that State the railways could have provided the necessary infrastructure for the healthy economic development and industrialization of the state. But due consideration has not been given over the years for which we are lagging behind. Therefore, I request the honourable Minister to look into the following urgent needs of the people of my State.

Construction of the Talcher-Sambalpur rail links is a sanctioned project. The budget provision for the current year is much less than the required amount. Since it is a long-standing demand and since it will be the only link to connect western Orissa with coastal Orissa, I request him to provide substantial amount of funds for early completion of the project.

Same is the case with the railway division at Sambalpur, the foundation stone of which was laid by the Prime Minister, Rajivji. But it is yet to come into existence.

The Jakhpura-Banspari rail link which was sanctioned a decade ago is yet to complete its second phase from Daityari to Keonjhar Garh. No adequate budget provision has been made though the State Government has constantly been pursuing the matter with the Railway Minister. Sir, it is really surprising to note that for the projects and proposals relating to Orissa State exclusively, namely, (a) Talcher-Sambalpur rail link, (b) Koraput-Rayagona rail link, (c) Jakhapura-Banspani rail link, (d) Mancheswar Railway Workshop and (e) Sambalpur Division, they are having their headquarters at Waltair, Bilaspur and Calcutta. I do not understand how effectively and efficiently these projects can be managed by

[Shri Subas Mohanty]

officers residing more than 500 km. away. Unless these officers are shifted and transferred to Orissa, there will be no sense of direct involvement in the projects.

Sir, regarding survey of new lines, I request the hon. Minister to undertake Malkangiri-Jeypore and Bonagarh-Raipur for which details have been given by the State Government. I hope the hon. Minister will give due consideration to all these demands of Orissa.

Before I conclude, I once again welcome the Railway Budget.

Thank you.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Dr. Shanti Patel, Shri Hukmdeo Narayan Yadav, Shri Kailash Pati Mishra, Shri Kalyanasundaram, Shri Satya Prakash Malaviya not here.

SHRI SUSHIL CHAND MOHUNTA (Haryana): Sir, Mr. Satya Prakash Malaviya is to speak on the 10th.

THE VICE-CHAIRMAN (SHRI SANTOSH KUMAR SAHU): Mr. Satya Prakash Malaviya will speak on the 10th. Mr. Dhusia.

श्री सोहन लाल धूसिया (उत्तर प्रदेश) : उपसभाध्यक्ष महोदय, मैं इस बजट को सपोर्ट करने के लिए खड़ा हुआ हूं। वास्तव में रेलवे में इम्प्रूवमेंट काफी हुई है और इससे पब्लिक को आराम मिला है। लेकिन इसके माने यह नहीं है कि हमें रुक जाना चाहिए बल्कि कुछ और इम्प्रूवमेंट की जरूरत है। इसके लिए बहुत कुछ तो जागरूक सिटीजन को आगे आना पड़ेगा और कुछ आफिसर्स को भी अपनी पुरानी मैंटेलिटी को छोड़ना पड़ेगा। इसमें मैं आपके माध्यम से मंत्री जी से यह प्रार्थना करूंगा कि सिक्स्थ फाइव ईयर प्लान में जो नक्शा था अगर वह कम्पलीट नहीं हुआ है तो पहले उसको कम्पलीट कर लिया जाए। उसके बाद ही सैवंथ फाइव ईयर प्लान के ऊपर नई नई चीजों पर चला जाए। सिक्स्थ प्लान का नक्शा पूरा नहीं हुआ और सैवंथ प्लान में नये सिरे से शुरू किया तो दोनों प्लान इनकम्पलीट रह जायेंगे। दोनों इनकम्पलीट होने की वजह से शोर-शराबा ज्यादा बढ़ेगा और इसमें पैसा भी ज्यादा खर्च करना पड़ेगा और करप्शन भी बढ़ जायेगी। फिर जब मैम्बर चिल्लायेंगे तो आप कहेंगे कि हम ठीक कर रहे हैं लेकिन मैम्बर कहेंगे कि ठीक नहीं हो रहा है। इस हालत में हम आप से बार-बार यह कहना चाहते है कि सिक्स्थ प्लान में जो कुछ कहा गया है पहले उसे पूरा कर लें उसके बाद सैवंथ प्लान में जायें।

मैं आपको याद दिलाना चाहता हूं कि छितौनी-बगहा गंडक नदी पर पुल का जो शिलान्यास श्रीमती इन्दिरा गांधी ने किया था लेकिन अभी तक उस पर कोई भी काम शुरू नहीं हुआ। कौन से प्लान में यह है इसको आप जरा देख लें। अगर यह सिक्स्थ प्लान में है तो इसको पूरा कर लीजिए फिर आगे जाने की कोशिश करें। इसके बन जाने से यू० पी० और उत्तरी बिहार को लाभ होगा। इन दोनों में कारोबार अच्छा हो जायेगा। आने-जाने का साधन बढ़ जायेगा। फिर वहां से लोग इधर आने शुरू हो जायेंगे। जिन के पास वहां पर रोजी-रोटी के साधन नहीं है वे यहां पर आ सकते हैं और यहां पर आ कर आराम से रोजी कमाने की कोशिश कर सकते हैं।

मुगलसराय जैसे बड़े-बड़े स्टेशनों से चोरी बहुत ही आम बात है। सरकार यह नहीं कह सकती कि हमने इसको रोक दिया है। आफिसर्स हिम्मत कर के यह नहीं कह सकते कि हमने इसको रोक दिया है। मैं यह कहना चाहता हूं कि इसमें सरकार कुछ नहीं कर सकेगी जब तक कि आफिसर्स के ऊपर पूरी जिम्मेदारी न डाली जाए। वहां पर कई किस्म की चोरी होती है। वहां पर 4–5 लाख रुपये की चोरी हर रोज हो जाती है। अगर इसको नहीं रोका गया तो कितने ही लोगों को करप्ट बना दिया जायेगा और कितने ही चोर वहां पैदा हो जायेंगे।

हमें आफिसर्स के ऊपर इसके लिए जिम्मेदारी डालनी पड़ेगी। जब तक इसकी जिम्मेदारी आफिसर्स पर नहीं डाली जायेगी तब तक यह चोरी रुक नहीं सकती। मुगलसराय और दूसरे बड़े बड़े स्टेशनों पर कोयले के वैगन काट लिये जाते हैं। इससे कोयला टाइम पर पहुंचेगा नहीं, कोयले की कीमत बढ़ जायेगी और क्राइसेज हो जायेगी। इससे आम जनता को तकलीफ हो जाती है। सरकार को इन सब मामलों पर सोचना चाहिए। मालगाड़ी चलाने के लिये जहां तक हो सके डीजल का इस्तेमाल नहीं किया जाना चाहिए। डीजल इस्तेमाल करने से फारेन एक्सचेंज पर असर पड़ता है। अगर हम उस फारेन एक्सचेंज को बचायें तो वह देश के दूसरे डेवलमेंट के कामों में लगाया जा सकेगा।

महोदय, आर० पी० एफ० और जी० आर० पी० के अंदर काफी आदमियों की कमी है। वहां इतने आदमी लिये जा सकते हैं कि उनसे पांच बटालियन तैयार हो सकती हैं। लेकिन अभी तक, मालूम नहीं कि सरकार ने आदेश दिया है या नहीं लेकिन हमको यही मालूम हुआ है कि अभी आफिसरों का हिसाब-किताब नहीं बैठा है और जब तक उनका हिसाब-किताब नहीं बैठेगा तब तक यह चीज निकलेगी नहीं। जब हम यहां चिल्लाते हैं तो मंत्री जी कहते हैं कि देखेंगे। लेकिन वह तब तक नहीं निकलेगा जब तक कि आफिसरों का हिसाब-किताब नहीं बैठेगा। इनमें नये लड़कों के आ जाने से हो सकता है कि चोरी कम हो जाये, चोरी रोकने में वे मदद दें।

मैं मंत्री महोदय से विशेष रूप से प्रार्थना करूंगा कि वे इन सब जगहों पर शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स का ध्यान रखें। उनको, और नौकरियों में तो आने चाहिए, लेकिन कम से कम थर्ड क्लास और फोर्थ क्लास में भी उनका रिप्रेजेंटेशन पूरा नहीं है। उनको निकाल दिया जाता है, उनको भर्ती नहीं किया जाता है और कह दिया जाता है कि सुटेबल आदमी हमको नहीं मिले। एक तरफ तो शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइबस के लोग बेकार मारे-मारे फिर रहे और हैं आप कहते हैं कि हमको आदमी नहीं मिल रहे है। यह आज तमाशा हो रहा है। मेरा कहना है कि जो रिक्रूटिंग आफिसर है, उसका प्रमोशन करते समय आप यह जरूर देखें, आप इसके लिये एक रजिस्टर बनायें और इस बात को देखें कि इस आदमी ने कितने लोगों को भर्ती किया है और अगर उसमें शैड्यूल्ड कास्ट और शैड्यूल्ड ट्राइब्स का कोटा पूरा नहीं हुआ है तो उसको प्रमोशन देने के लिये मना कर देना चाहिए। अगर आप ऐसा करेंगे तो आपको सूटेबल आदमी जरूर मिलेंगे। अभी हमने देखा है कि न वें 20 सूत्री कार्यक्रम को देखते हैं, और न ही गवर्नमेंट के आर्डर को देखते है वे तो यह देखते है कि उसमें हमारा हिस्सा मिलने वाला है या नहीं। अगर हिस्सा मिलने वाला होता है तो अप्वाइन्टमेंन्ट हो जाता है तभी जगह निकलेंगी नहीं तो दबा के बैठे रहेंगे। ये लोग बड़ी बेशर्मी से शैडयूल्ड कास्ट और शैड्यूल्ड ट्राइब्स के लोगों के हकों को लूटते है और इसमें इनको जरा भी हिचक मालूम नहीं होती है और लिख देते है कि सुटेबल कैंडीडेट नहीं मिला। अभी कुछ दिन पहले मैंने एक डाक्टर की एप्लीकेशन दी थी। वह लड़का एम०बी०बी०एस है लेकिन उसको अभी तक कोई जगह नहीं मिली है। एक साल से पास करके बैकार बैठा है, गरीब है, शैडयूल्ड कास्ट है। उसके पास अगर पैसा होता तो वह आप से नौकरी की भीख नहीं मांगता वह खुद अपनी दुकान खोल लेता लेकिन उसके पास पैसा नहीं है इसलिये बैकार है। अगर उसके पास पैसा होता तो उसको अप्वाइन्टमेंन्ट मिल जाता। लेकिन क्योंकि वह शैडयूल्ड कास्ट का है और उसके पास नहीं है तो उसका एडहाक अप्वाइन्मेंट भी नहीं होगा। मैंने इसके लिये दो बार मंत्री जी को रिमाइन्ड किया है कि आप इसको देख लीजिये। या तो आप एडहाक अप्वाइन्टमेंट बिल्कुल ही बंद कर दें, कभी भी मत करिये ऐसा नहीं कि दूसरों का होता रहे और जब शेडयूल्ड कास्ट को बारी आये तो कह दें कि एडहाक

[श्री सोहन लाल धुसिया]

अप्वाइन्टमेंट बंद है। जब आपके आदमियों को जरूरत थी तो एडहाक अप्वाइन्टमेंट खोल दिये और जब शैड्यूल्ड कास्ट का नम्बर आया तो बंद हो गया, ऐसा नहीं होना चाहिए। यही हाल आपकी रेलवे के स्कूलों में भी है। यह नहीं है कि वहां पर कोटा पूरा है। रेलवे के स्कूलों के लिए एल०टी०, बी० टी० लड़के हैं लेकिन उनको आपके यहां क्वालीफाई नहीं माना जाता। यूनिवर्सिटी ने भले ही उनको डिग्री दे दी हो लेकिन आपके यहां उनको जगह नहीं मिलेगी।

अब मैं थोड़ा केटरिंग के बारे में कहूंगा। केटरिंग के बारे में आपके यहां स्टैंडिंग आर्डस हैं कि इसके लिए दो कान्ट्रेक्टर होने चाहिए, इससे ज्यादा नहीं होने चाहिए। लेकिन इसको एक करना चाहिए।

अभी हाल ही में बस्ती रेलवे स्टेशन पर जिसको केटरिंग का कंट्रेक्ट मिला है कितनी बेशर्मी, कितनी जल्दबाजी और ईमानदारी को दूर फेंक कर यह काम किया गया है। जिसको बस्ती है कंट्रेक्ट दिया गया है उसके फादर के नाम एक कंट्रेक्ट है, उसकी मदर के नाम एक है, उसके दो रिश्तेदारों के पास कंट्रेक्ट हैं। हम मंत्री जी से यह कहेंगे कि जिसके पास रूपया है उसी को यह सब चीजें मिलेंगी। जिसके पास जमीन नहीं है उसको कोई काम नहीं मिलेगा। जमीन आपके पास, रोजगार आपके पास सभी कुछ आपके पास आप मजबूर न करें कि वह नेकेड-लाइट की तरफ आगे बढ़े, कम्युनिस्ट उनको न बनने दें डकैती मत सिखाइये लेकिन आपका जो एक्शन है सब को उसी की तरफ ढकेलना है। जिस दिन उसको समझ में आ जाएगा कि भूखों नहीं मरना है तो आपकी भी खैरियत नहीं होगी। इसलिये जितने लोग रिसपोंसिबल हैं मैं उसे सब लोगों से प्रार्थना करूंगा कि आप ऐसी बात न करें कि गरीब अपना अमन और चैन का रास्ता छोड़ कर के दूसरा रास्ता अख्तियार करें। मैंने यह सुना है कि कलकत्ता और बम्बई में तीन-तीन, चार-चार ठेके एक एक आदमी के पास है। इसको मंत्री जी देखें और उनके डिपार्टमेंट के लोग देखें। अगर उनके अफसर खुश हैं तो मंत्री जी भी कुछ नहीं कर सकेंगे लेकिन हम चाहेंगे कि देश के हित में उनको इसे देखना चाहिये और साथ ही आफिसर्स को भी समझना चाहिये कि ऐसा नहीं होना चाहिये उनको भी जवाब देना पड़ेगा। मैं यह कहना चाहता हूं कि यह जो बस्ती केटरिंग का मामला मैंने उठाया है इसकी इन्क्वायरी जरूर होनी चाहिये। इसमें डी० आर०एम० और रेलवे बोर्ड के कुछ लोग आते हैं उन पर एक्शन यदि नहीं होगा तो आप इस चीज को रोक नहीं सकेंगे और यह रोग फैलता ही जाएगा। देखने में तो डी० आर०एम० इन्चार्ज है लेकिन डी०आर०एम० इन्चार्ज की हिम्मत नहीं है कि वह रेलवे बोर्ड के आफिसर्ज को इग्नोर कर दे। मेरा यह कहना है कि इसकी इन्क्वायरी सी०बी०आई के द्वारा कराई जानी चाहिये ताकि यह पता चल सके कि यह काम कैसे हुआ। इस काम के लिए वहां पर शैड्यूल कास्टस को प्रायर्टी मिलनी चाहिये लेकिन जिस के खानदान में यह पेशा है उसी को यह दिया जाएगा और शैडयुल्ड कास्टस वालों को यह दिया जाएगा नहीं भाई, क्योंकि वह आपको खुश नहीं कर सकता, किसी बड़े आदमी को खुश नहीं कर सकता है। पढ़ लिख कर ग्रेजुयेट हो कर के वह गरीब बेकार घूमता फिरता रहेगा अब बस्ती रेलवे स्टेशन के बारे में कहूंगा। पिछली मर्तबा मैंने कहा था कि किराया आपने बढ़ा दिया पैसा आपने ले लिया लेकिन काम से काम बस्ती रेलवे स्टेशन का जो प्लेट फार्म हैं वह अभी तक ऊंचा नहीं हुआ है, न अभी तक इसको कवर किया गया है। आप पैसा लीजिये जो कुछ भी किराया है उसकी कोई जस्टीफिकेशन तो होना चाहिये। वहां पर जो मुसाफिरखाना है बहुत छोटा है। वहां पर विश्रामालय में दो छोटे-छोटे कमरे हैं जिसमें चार बेड आते है। यहां पर आठ बेड होने चाहिये। लगभग दो सौपैसेंजर बम्बई डेली जाते है लेकिन वी० टी० के के लिए ए० सी० का कोटा नहीं है।

[श्री सोहन लाल धसिंग]

ए०सी० में जगह नहीं मिलती है। जयंती-जनता में स्लीपर में 25 आदमी वहां से जाते हैं 40 बम्बई बी०टी० के स्लीपर में जाते हैं। वहां के 14 एम०एल०ए० है, दो एम०एल० सी० है, चार एम० पी० हैं लेकिन वेटिंग रूम बहुत छोटा है। वहां पर बड़ा वेटिंग रूम बनाया जाना चाहिये या इसी को बड़ा किया जाना चाहिये। पांडे बाजार से जहां से रेल गुजरती है गेट पर ओवरब्रिज बनाना चाहिये। वहां पर बहुत देर तक फाटक बन्द रहने से यातायात ठप्प हो जाता है। डी० हरीराम जो वहां पर जी० एम० थे। उन्होंने जयंती जनता, साबरमती बम्बई, बी०टी०, कोचीन एक्सप्रैस दी।

[श्री उपसभापति पीठासीन हुए।]

अब नये जी० एम० मिस्टर माथुर आए हैं। हम यह देखते हैं कि वहां 20डाउन जो कलकत्ता से गोरखपुर तक आती है उसको लखनऊ तक दे पाते हैं या नहीं दे पाते हैं। हम को यह देखना है कि जो गाडियां हैं उनके विषय में वे कुछ इनिशियेटिव लेते हैं या नहीं लेते हैं।

MR. CHAIRMAN: Now there is a short duration discussion. If the hon. Member is going to conclude within one or two minutes it is all right. Otherwise you can continue your speech tomorrow.

पूर्वी जिलों में बिजली अक्सर फेल हो जाती है। बिजली फेल होने की वजह से वहां पर स्टेशन के मुसाफिरों को बहुत तकलीफ हो जाती है इसलिए वहां पर जनरेटर होना चाहिए। बगैर जनरेटर के वहा के लोग सुरक्षित नहीं रहेंगे।

रेलवे कंपाउन्ड में जितनी जमीनें खाली हों उनको लैंडलेस को दे देना चाहिए इससे प्रोडक्शन बढ़ेगा और गरीब आदमियों को रोजी रोटी मिलेगी। इन्ही शब्दों के साथ हम यह कहेंगे कि जो सुझाव हमने दिये है खास करके बस्ती के लिए - उन पर सरकार गौर करे। धन्यवाद।

RE. REPORTED HIGH COURT DECISION AGAINST MAHARASHTRA CHIEF MINISTER

श्री लाल कृष्ण आडवाणी (मध्य प्रदेश): उपसभापति महोदय, आगे की कार्यवाही आप शुरु करें उससे पहले मैं सदन का और सरकार का भी ध्यान दिलाना चाहूंगा कि बम्बई उच्च न्यायालय ने महाराष्ट्र के मुख्यमंत्री के खिलाफ फैसला दिया है। उनको इस्तीफा दे देना चाहिए और केन्द्रीय सरकार के गवर्नर के रोल के बारे में भी अगर उन्होंने कुछ कहा है तो उसके बारे में विचार करना चाहिए यह केन्द्रीय सरकार को करना चाहिए।

SHORT DURATION DISCUSSION

Serious Threat posed to Freedom and Sovereignty of Nicaragua by certain Hostile Powers

SHRI DIPEN GHOSH (West Bengal): Mr. Deputy Chairman, Sir, at the outset and before I raise a discussion on the serious threat posed to the freedom and sovereignty of Nicaragua by the US imperialists, I must congratulate through you, the Chairman and also the leader of the ruling party for having agreed to allow me to raise this discussion in this august body because, Sir, when we are in session, when the Indian Parliament is in session, from yesterday the US Congress has started its session and there is a motion before the US congress brought by the Reagan administration, seeking sanction of 100 million dollars for aiding the counter-revolutionary forces under the name "Contras" based in Honduras and Costa Rica to destabilise the entire political situation, the economic situation, of Nicaragua and also to threaten the sovereignty and freedom of the Nicaraguan people.